CYCLE NEWS
WEST
Volume XII : Number 10 : March 18, 1975 50¢

Full size Honda Poster inside!

BURRITTO WINS DAYTONA

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

COURTESY SIDE STRIDER, INC.

This little tomcat seems to smell quality. It's a made-in-India replica of a Steib Series 200 sidecar using genuine Steib suspension components and available soon through Sidestrider, Inc. at a ridiculous price. Components available to fit it up to any bike.

Dennis Poore formally announced last week that the Meriden dispute had been finally settled, by selling the factory there to the workers' cooperative. They will continue to build Triumph twins and spares for same, which will be distributed on an exclusive basis by Norton-Villiers-Triumph.

Survival education for cycle enthusiasts is being offered by School of Outdoor Survival, Inc. The home-study lessons operate on the premise that the brain is the best survival tool. First 200 students get a 10% discount. Write to SOS, Dept. Q, Box 44, Glenwood, Washington 98619.

CMC's regular March 23 race at Indian Dunes will not be run, as it conflicts with the World Mini-Cycle Grand Prix scheduled that same weekend. CMC will return to the Dunes April 27.

John Penton says that prices of European-built motorcycles are going to double in the next couple of years and Bill Dutcher of Bultaco International says, "we are already looking at the $2,000 Pursang." That neat Laverda 250 six-days will have to retail for $2,300 here.

Harley-Davidson was reported in the Japan Motor Press as having placed large orders for Sebac shock absorbers, mainly for its lightweight division in Taiwan, "which is marketed under the Indian trademark." Does Indian know about this?

FIM says that because Don Vesco changed a toothed drive belt connecting the two TZ700 engines between his two Bonneville record runs, his 281.714 mph average is disallowed as a world record.

At the same meeting, FIM lifted their ban on TZ700s for Formula 750 competition. The TZ750 is already approved.

Enter "The Sword" — a *front* wheel drive Norton-powered grasstrack sidehack unveiled in the British press recently. Wild.

British speedway league clubs are still trying to woo Mike Bast and Jeff Sexton, though with scant success, as both riders reportedly already have signed their American contracts for the season.

Faced with an observer shortage for a recent trial, a British club approached a local magistrate for the loan of a few prison trustees to serve as section checkers. The judge turned them down.

Gary Nixon, while attempting to train in for the Daytona 200, worked loose the screws holding a plate in one arm. Doctors say for all practical purposes, the arm is broken again. The Nixon/Kanemoto ride was offered to Gary Scott, but he declined.

Mike Runyard (former Suzuki factory rider) has been campaigning a privateer 360 Husky in the Florida series. Mike was doing well with third and seventh place finishes under his belt when his bike was ripped off. All is not lost though, Mike has been contacted by Can-Am to ride in the 250 class and is to pick up his new machine this week. The APB on Mike's Husky is: Frame No. ML01023, Engine No. 204507731, missing air box and up-pipe.

California privateers didn't do badly at this year's Daytona 200: Steve McLaughlin hung in with a sixth overall and Ron Pierce in at eighth.

West Coast Bultaco Rep. Mike Hannon has gotten a sneak preview of Jim Pomeroy's new GP bike and says that it is a very trick piece of machinery.

Ron Pierce, who finished eighth in the 200, lost his rear brake and said that the new super-wide tires caused accelerated brake wear.

The road racing association of Honolulu is now holding CMC road races in Hawaii.

Easter Week bash scheduled at Escape Country March 22-30, a nine day hang gliding festival with CBS coverage, spiced with big purse motocross the 23rd and 30th. Tickets are now on sale at Ticketron, $15 including camping and night sports for the whole week.

Been reading your funny papers lately? (Not the headlines, the cartoons in the back). It seems Charles Schulz (Peanuts) is getting Snoopy tuned up for a test match with The Cat. Y'all ready, Tony?

The Dirt Diggers' Red Garter Enduro, the Hangtown Classic, and the Polka Dots' 49-er all have one thing in common. Their entries are all filled. Sorry.

Ron Sloan (Calif.) and Bill Baird (Ill.) were re-elected Class A reps on the AMA Board of Directors and Andy Stone (Penn.) is a new first-termer.

AMA Trustees re-elected Terry Tiernan (Yam) President, Ken Luehmann (Hon) Secretary, and John ("Don't bet on the come") Harley (H-D) Treasurer. Bob Rudolph (Bates) was elected V.P. and Roger Stange (Nor/Tri) Assistant Treasurer. Other industry members now on the Board are Graham Kirk (Kaw), Bob NorVelle (Beck/Arnley), Joe Parkhurst (CBS), Keith Van Harte (Suz), and John Wyckoff (Dixie Int'l.).

CMC road racing division has inaugurated a 750 Production class for the 1975 season.

I guess Bryar Holcomb is not going to be riding for anybody in the near future, he had the misfortune to break his leg Sunday.

The rest of the economy might be sliding, but cannon production in Austin, Texas is holding steady at one per year. Motocross Cat cartoonist T. Bell has just added a third two-wheel banger (one-stroke variety) to his cannon collection.

Motorcycles were invented before cars.

Ontario MX is back on an all new seven-tenth of a mile course. The first race is scheduled for March 23. Entry fee is $10 which gets you on the track, covered by insurance and a gate pass. The purse will be $1500 plus 50% of the gate. Entries are limited to 300 riders.

The Sierra Club asked the Governor of California to exempt the logging industry temporarily from having to file environmental impact reports because of high unemployment in the depressed lumber industry.

Bikes will break in a new dirt half-mile in North Florida near Lake City the week after Daytona, going for a $2000 purse, March 15. It's the middle event in a three race series for visiting pros.

A $1000 contingency was posted by Bell Helmets for the March 7-8 "U.S. vs. The World" speedway test match series.

Bar Benders West, after the Barstow-to-Vegas, donated $50 in the name of their Pit Captains as a show of appreciation. To Ivol Chapman, Brett O. Cleaver, Ed Redford and Bill Critchfield, right on, guys.

AMA could rent a Los Angeles member center for as little as $5,000 a year. That's less than a fifth of one percent of AMA dues. Local fundraisers and donations could provide operating expenses.

Promoters of the March 29-30 multi-money motocross in Odessa, Texas are a little disappointed that the majority of the 200 pre-entries are in the Senior class, pointing out that there are $3,500 worth of trophies for the other classes. Deadline for entries is March 28. Call (915) 332-1504.

500cc world champion Heikki Mikkola won an International motocross in Toersel, Belgium by only six tenths of a second.

Roger did not compete in this same race because of difficulties in getting an engine from Suzuki. Harry Everts, racing a new Puch with Marzocchi forks, led the second race from start to finish beating out Sigmans and Mikkola.

The National Committee on Uniform Traffic Laws (Federal D.O.T.) voted six to four to retain the Federal requirement that states enact mandatory helmet laws. The guys who turned up to testify wearing headbands that read "Helmet laws suck" didn't do our cause any good, from what we hear in feedback.

Hey, hey, hey — all the Sambo's pancakes you can eat for 50 cents Sunday morning, March 16th at Saddleback's eighth anniversary motocross. Sanction by CMC, also BX presented by Sunshine Yamaha. We may have to physically restrain the Lame Camel. He's a regular garbage gut when it comes to free (or even cheap) food.

We finally picked a winner of the Great Creative Duct Tape Contest — Miura Products, for their brilliant red and blue duct tape to match Bultaco colors. They graciously declined our prize — 12 rolls of the plain grey stuff.

The Lucerna 250, under BRA/S.C.O.R.E. sanction, is set for April 12 west of Mexicali. Write BRA, 639 Len Rey Avenue, El Centro, California 92243 for entry info, or call (714) 352-3767.

The Tri-State BMW Club of Evansville, Indiana is the host for the Grand National BMW rally and convention the weekend of July 25, 26, 27. Address of a local BMW Riders of America chapter to contact is P.O. Box 3036, San Diego, California 92103.

Yoshimura Racing contingency awards are now available to AFM road racers in both Production and GP classes. Call (805) 527-3589 to learn their requirements. CZ is on the bandwagon, too, with up to $6,000 posted for the first overall motorcycle at the big off-roaders.

A BLM organic act by Senators Haskel and Jackson gives the Secretary of the Interior "the right to arm" certain Desert Rangers. We'd better let them know that the desert is a playground, not a prison, and that dirt and guns don't mix.

Hurley Wilvert after his first ride on a TZ700: "No wonder they stomped us last year. It even handles."

The Academy of Defensive Driving, located at Orange County International Raceway, has announced its first Basic Motorcycle Training Program. Classes will be held March 13, 14, 15, and 16.

Don't forget the Bush Busters' March 16 D-37 run, the third annual "Bust Out." Get that leer off your faces, you male chauvinists, it's a desert race – got that? Check the calendar this issue for details.

While you're in the calendar, look up Russ Darnell's Easter Week series of motocross schools. Branch campuses are at Carnegie, Saddleback, and Indian Dunes.

Pierre Karsmakers suffered a "green" break in one leg, X-rays showed after a painfully sleepless night. He'll be out at least three weeks for sure.

We're still getting feedback on Dr. S.I. Hayakawa's syndicated "Dirt bikes may be wrecking the desert" column. It was so loaded with inaccuracies and emotionally-charged overstatements that it provides bikers a glowing opportunity for rebuttal through the editorial pages of the papers that carried the column.

AMA research indicates that lights-on laws have been ineffective, possibly counterproductive, in cutting motorcycle accidents. Bills to repeal lights-on laws are active in the Maine and Oregon legislatures.

Arizona is considering striking its mandatory helmet law from the books, according to AMA sources. A bill to do just that is stalled in committee, and AMA suggests that a concerted letter campaign by Arizona bikers might break the logjam.

Washington state legislature has two House Bills in the works, Numbers 171 and 447, which would restrict fuel tax allocations to the state All-Terrain Vehicle fund. Bummer.

Jim True, Keith Roessler, Manuel Caruso, Lee Dugas and Ron True, in order, are District 36 top five hillclimbers.

You probably don't watch kids' TV, so you probably missed the truly fine mini-motocross clip broadcast on "ZOOM," a public network show that originates in Boston. It only lasted about two minutes, but it had all the quality of "On Any Sunday." Beautiful. Give credit where credit is due, by writing ZOOM, Box 350, Boston, Massachusetts 02134.

While you're at it, write the three major networks and tell them to watch ZOOM, too. If they're not careful, they might get an original idea.

The hell with Chevrolet. *Motorcycles* make sense for America.

The Los Angeles Times, in recent articles dealing with ORVs and the California desert, seems to be hinting that the BLM needs more authority and more desert rangers. Wonder who put them up to it?

The MX at Ontario on the 23rd of March is shaping up to be a very exciting event. Some of the biggies who are supposed to show are Bill Payne, John DeSoto, and Mitch Mayes. Remember the purse is $1500 plus 50% of the gate. There are still some entries open so get it on.

Don't miss "The First Rule of Racing" by Honda in this issue. It's got an autographed action poster, plus the 1975 Honda lineup. If it's been ripped off already, write for a free copy to: American Honda Motor Co., 100 West Alondra Boulevard, Gardena, California 90247.

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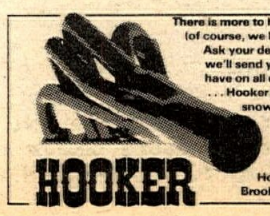
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Just passin' through

FRONT PAGE: Gene Romero getting down to the business of winning. Photo by CN East staff

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Sharon Clayton, Publisher
Edna Mewton, Secretary to Publisher.

Advertising
Linda Clark, Advertising Manager. Gil Brown, National Advertising Manager; Chris Kolbet, Advertising Assistant.

Editorial
Charles Clayton, Editor; Lane Campbell and Jeff Peck, Assistant Editors, Bobi Scott, Secretary and Calendar.

Art and Production
Catherine Lampton, Art Director; Nancy Gray, Advertising Art Director; Hector Aguilera, Lab Technician; Marion Hatashita, Typographer.

Circulation
Rheba Smith, Manager; Pam Hobbs and Chris Andrews, Assistants.

Accounting
Gaylene Zaionz, Manager; Twila Wheeler, Judy Fouts, Lani Sienk and Mike Klinger, Assistants; Tom Hunter, Credit Manager.

Services & Support
Mike Colikas; Randy Davis; Bill Runyan; Jeannie Dunivan, Receptionist.

West
P.O. Box 498, Long Beach, CA 90801. (213) 427-7433; L.A. Line 636-8844.

East
P.O. Box 805, Tucker, GA 30084. (404) 934-7850.

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VOICES OF THE WEST

Better late than never

This is in reference to the Boy Scout-O-Rama last June. We are the up-and-coming Post that you generously gave stickers and newspapers to. We are truly grateful for them and we thank you very much.

The lateness of this letter shows the organization of our Boy Scout Post. We are just beginning to get fully organized and operating. We are now seriously searching for a sponsor (may you be at all interested? Or know someone who is?) and trying to recruit some new members. Adult leaders either full time or part time will be equally appreciated. All we really need are members, a sponsor, maybe a leader and some organization to get us truckin' in the right direction.

ANDY ("GOMEZ") KOMESU, ROBERT ASANUMA, STEVE ASANUMA, DONALD OHNOKI, RON SAKURAI, RANDALL HIGA
Los Angeles, Calif.

Hmm. Have you boys thought of peddling Cycle News? We might be interested . . . S.C.

Fleet street

I am interested in dirt bikes, but I have a greater interest in street bikes. I have a Kawasaki 750 and love it. Please tell me which one of your newspapers has more on street bikes.

ERIC D. LUCAS
Missoula, Mont.

All three papers cover the sport and recreation aspects. West and Central report on street sports (cafe racing) almost every week . . . Editor

Bottomless pit

Having lost one friend and many fellow bikers to the infamous mine shaft, I've pondered a solution for this problem. I suggest donating any bio-degradable trash to the mine shaft of your choice. About 10 miles north of Adelanto there is an open dump within a quarter mile of several abandoned shafts. At least in the shaft idea the trash won't be blown all over the desert.

MARTIN MAEDING
Santa Ana, Calif.

No warts . . .

We really weren't ready for your comments about our new model, the Road Toad. Calling it an updated 100B is akin to calling a Pinto an updated Model A. *(Ford does just that . . . Ed.)*

For example, the Road Toad has a new revolutionary system just invented by us elves in Athena. It lets you start the bike in any gear (you couldn't do this before on a Hodaka), we call it primary kick start. Also we developed another gimmick to automatically mix the oil with the gasoline right inside the engine – we call it oil injection. We also knew that there were plenty of nuts around who like to mix oil and gas ahead of time, so we made it easy to take that stuff off.

As far as the Road Toad giving you warts – well, you've been led down the path again. As a matter of fact, if you kiss the tank, Road Toad turns into Prince Charming.

THE SEVENTH DWARF
Pabatco, Athena, Ore.

But, I already AM Prince Charming . . . Papa.

Oscar time

Thank you for your excellent coverage of my recent good fortune . . . I would like to mention a few firms which helped me out during last season, and thank them publicly for their valuable assistance. They are: Ace Signs, Bell Helmets, Champion Spark Plugs, Boge Shocks, City Cycle Center, Ver-Cole Fairings, Target Products, Monotrack Engineering, and of course Tom Denner of Dura-Lube Oil and Jim Birmingham of Posa Fuel Enterprises. I love 'em all.

Thank you very much.

RUDY GALINDO, AFM No. 1
Santa Fe Springs, Calif.

Let's hear it for Barstow!

Recently I heard through the grapevine that some people in Barstow were trying to get a race together that will run through the city of Barstow like the good ol' days of the Elsinore GP. If all goes well, the race should be sometime next fall. Keep your spokes crossed.

CANDY NILSON
Canoga Park, Calif.

Poly ticks

Papa often carries a squib about the EPA, land use meetings, legislation, etc., but there's never any followup. What will the EPA do to us? Can we do anything or is it too late? Why not ask someone who attends the hearings to write them up?

The skies ahead look gloomy to me, we need some leadership. I realize this sort of thing turns people off, if done wrong, but if you could stir them up – maybe something like the Political Enduro . . .

PHILLIP BRIGGS
Arizona

It's not too late, Phil – keep those cards and letters going out to the Great White Father. We'll publish the addresses. As to what the EPA is going to do to us, I'll give you a hint. Bend over, and spread your cheeks . . . Editor

A salute for Michele

I am a Marine. Before I came to MCAS Iwakuni, Japan, I raced at DeAnza about every weekend (No. 381 BSA).

The reason I write is, every week since I left the States, my wife Michele has sent me CNW. She likes to read "Voices of the West" before she sends it over. I wonder if you could put in a special "thank you" so that she could see how much I and the other eight D-37 racers in my Squadron really appreciate it.

CAL TOBIN, JR.
Fighting 115th

What happened to D-38?

I recently told you to renew my subscription, but after reconsideration, I've decided to cancel.

There is never anything about District 38 desert racing. A few years ago, there was equal representation. I don't know what happened . . .

DAVID VOIGT
National City, Calif.

We know what happened, Dave. People quit writing race reports. How'd you like to become a CN correspondent? The pay's dirt cheap (cheap dirt?) but the exposure's terrific . . . Editor

Chip ahoy

We had terrific response from accepting five "proof of purchase" volume numbers from Cycle News instead of $2 cash from our economically depressed customers. (Just shows how many economically depressed customers read Papa Wealey!)

Now – the problem: what do we do with the proof of purchase volume numbers? What about wallpapering the signup for an unusual twist? Or putting them in a drawing for free beer 'n' burritos? Or better still, maybe we could turn them in for a free stack of chips at our new poker casino.

HOPE ENGLAND
395 Cycle Park, Calif.

Big (?) fan

I am probably one of the biggest fans of Mike Kidd. There would be nothing greater than getting an autographed picture I could enlarge. I read in Cycle News about him and was hoping you could help me.

SHEILA LA CROSS
RD 2, Ice House Road
Lisbon, CT

Mike, wherever you are – how about it? . . . Editor

From Spain:
Griffitts finishes world round

TARRASA, SPAIN, MAR. 2
Of the three ATA Experts that came to the Spanish round of the World Observed Trials Championship, only Mike Griffitts was able to compete and he finished 32nd against the world's best. Bernie Schreiber and Marland Whaley, both under 18, were too young to compete per the 1975 F.I.M. rules.

From Belgium:
Rathmell bounces back with gas

HAVREMONT/HALLEUR, BELGIUM, FEB. 23
Malcolm Rathmell, sporting gas-filled shocks on his 310 Montesa, devastated the opposition at the Belgian trials round with a total of 98 marks lost to Frenchman Charles Coutard's 113. Martin Lampkin (Bul) collected his second third placing for the season to move ahead in world championship points.

Mick Andrews on a new short wheelbase cantilever Yamaha, finished eighth, just edging Belgian R. George (Mon) on number of cleans. The wet, grease-mud course deteriorated badly late in the day, wiping out many good scores on the last loop. Ulf Karlsson (Mon) and Yrjo Vesterinen (Bul) had threatened the lead trio to this point, but settled for fourth and fifth overall as the slime worsened.

Bul-etin:
Tripes to campaign privateer Pursang

Marty Tripes, the aggressive 18-year-old from Santee, California, announced his intention to campaign a privately-sponsored Bultaco for the 1975 motocross season. Marty elected to ride a Bultaco after recently testing Bengt Aberg's Trans-AMA bike. "His bike was super fast and amazingly stock," said Marty.

"As a privateer, I need a bike that will hold up under a season of racing without the major over-hauls that the one-off prototypes require. It's just a question of economics." Tripes and his former Can-Am mechanic, John Stasiefski, will campaign both the 250 and Open class AMA National races.

S.A.M. State Championship

Scholastic Association of Motorsports have scheduled a two day State Championship to be held on November 22nd and 23rd, 1975 at Saddleback Park, in Orange, California. High School MX and High School Trials Champions will be crowned on Sunday with Saturday being set for the preliminary events. Plans are for three motos being run, with Saturday having two – 20 minute motos. Sunday one 20 minute moto and a final 20 minute moto to determine the Champion. Qualifiers will begin in September, 1975 with 15 statewide tracks qualifying riders for the second annual event. For further information contact: Jim Manning, Director (213) 321-8859 or 321-8863.

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Blazing beaches, smokin'

'Dirt tracker' wins road race classic

By Jack Mangus

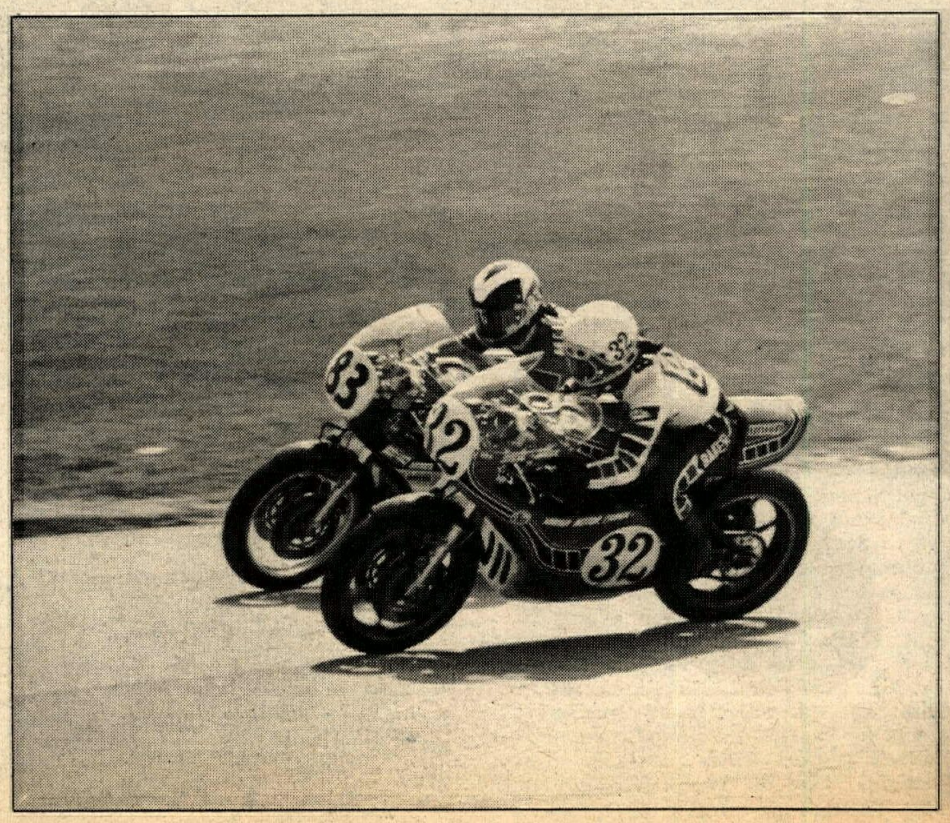
DAYTONA BEACH, FLA., MAR. 9
Gene "Burritto" Romero scored the biggest victory of his career Sunday in the 34th Annual Daytona 200, the third round in the AMA Grand National Championship/Camel Pro Series. Romero took over the lead on lap 30 of the 52-lap race and gave way for just one lap on the 35th go-around following his second and final gas stop. The popular Yamaha International team rider was particularly pleased about having the Daytona victory on top of his win in 1974's season finale at Ontario.

Prior to Romero's taking over, the race was a three-sided affair between Finland's Tepi Lansivuori, Grand National Champion Kenny Roberts, and privateer Steve McLaughlin. The predicted Ago vs. Roberts duel became a minor topic after Kenny broke the lap record during qualifying runs on Thursday when he turned in a blistering 111.089 mph average. That lap was over three miles per hour faster than the old qualifying mark set by Paul Smart in 1974 at 107.949. Lansivuori, Venzeuela's Johnny Cecotta, Romero and Steve Baker joined Roberts on the front row of the 73-man grid and each also broke Smart's former record. Agostini turned in a "slow" 107.395 qualifying lap and found himself starting the 200 from the ninth square on the grid.

Prior to race day the big story was tires. England's Barry Sheene had crashed his factory Suzuki at over 170 mph during a practice session and while the tire never lost its air pressure, examination showed that large hunks of rubber had separated from the cord fabric.

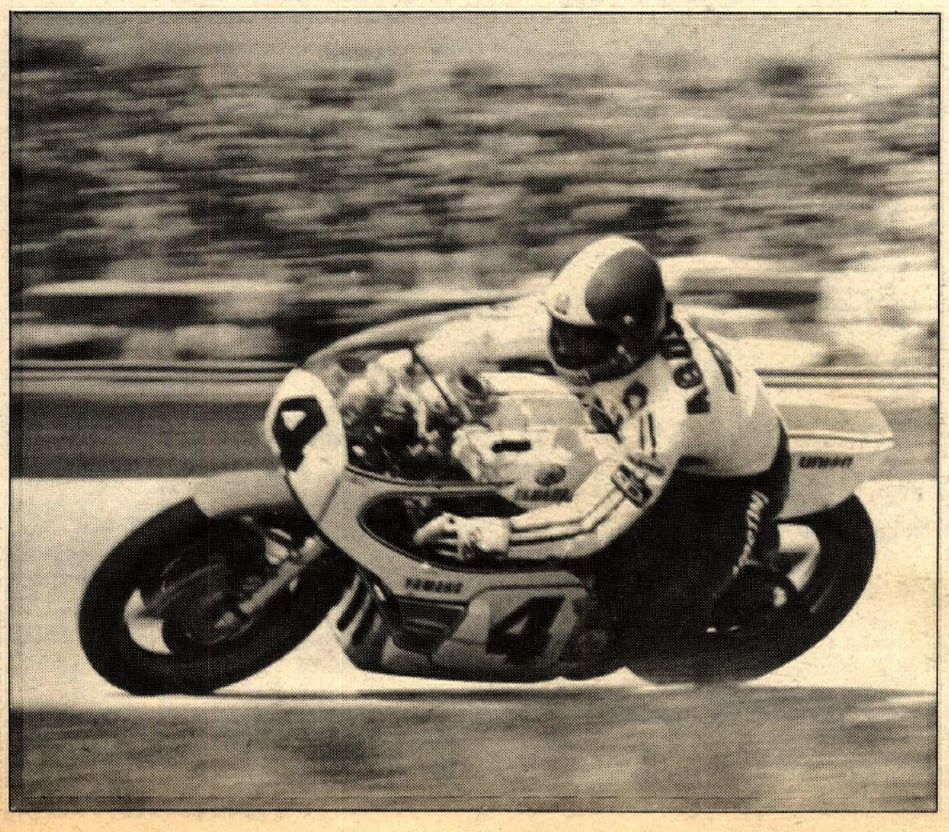
Later, Holland's Henk Klassen unloaded during a practice session and shortly thereafter Dunlop announced the withdrawal of all their tires from the rear of all 750cc Expert and Junior machines. Klassen's rear tire had come from the same production batch as the tire which had been mounted on the rear of Sheene's Suzuki. Although Dunlop, in a statement to the AMA,

Steve (83) McLaughlin and Steve (32) Baker exchange meaningful glances.



clutches & flyin' Burrittos

He came, he saw, he didn't conquer.



PHOTOS BY CN EAST STAFF

stated that they could find no fault with the tires, it appeared as though heat build-up was causing the rubber to separate from the cord fabric. Following Dunlop's withdrawal, the entire field, with the exception of only a handful of riders, was Goodyear-equipped.

The start of the 200 was delayed for 15 minutes because of massive traffic jams which were delaying many of the estimated 70,000 attendees from entering the Speedway.

Factory Suzuki rider Tepi Lansivuori led the start down pit road and into the infield, where he opened up a gap between himself and Kenny Roberts. Johnny Cecotto, the 19-year-old Venezuelan ace who had qualified third fastest, didn't have his Venemotos Yamaha running and in position by the time the one-minute-to-go sign was displayed and he finally got started dead last.

Englishman Jeff March unloaded heavily in the high-speed infield sweeper on the initial lap and was rushed to the hospital with a possible fractured shoulder and head injuries.

Lap two saw Lansivuori stretch his lead over Roberts, who was pulling distance on Agostini. Behind the front running trio Gene Romero, Steve McLaughlin and Washington's Steve Baker were waging war over fourth place. The owner of that position varied from lap to lap.

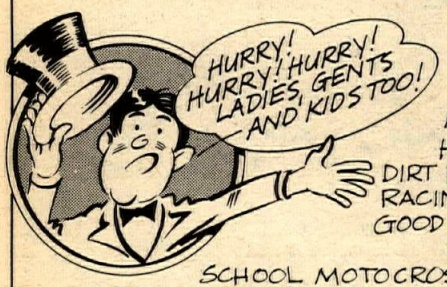
Roberts began to close up Tepi on the third lap and on the following tour of the 3.84 mile Daytona course he took over the lead and began wailing away from everyone.

Back markers were taken by surprise on the sixth lap as Roberts wove his way through traffic, already lapping what he referred to as "slowpokes."

Through the 10th lap Roberts continued stretching his lead over Lansivuori and Agostini, and Ago had a new problem as the still-dicing trio of Romero, McLaughlin and Baker were right on his heels. Romero swooped around Ago on the 12th lap and McLaughlin did that trick the next time around.

While most of the spectators watched the front runners, John Cecotto was charging through the field from his last place starting position. He moved into seventh on the 12th lap and then appeared to settle down to a steady pace behind sixth-running Baker.

On the 16th lap Roberts startled tuner Kel Carruthers and his pit crew as he swung left onto pit row. His Yamaha was quickly refueled, but seconds later the U.S. Champion stepped from his



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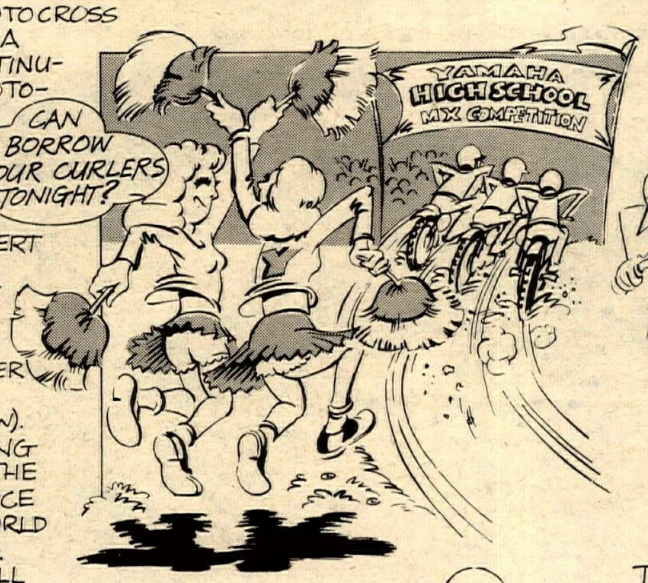

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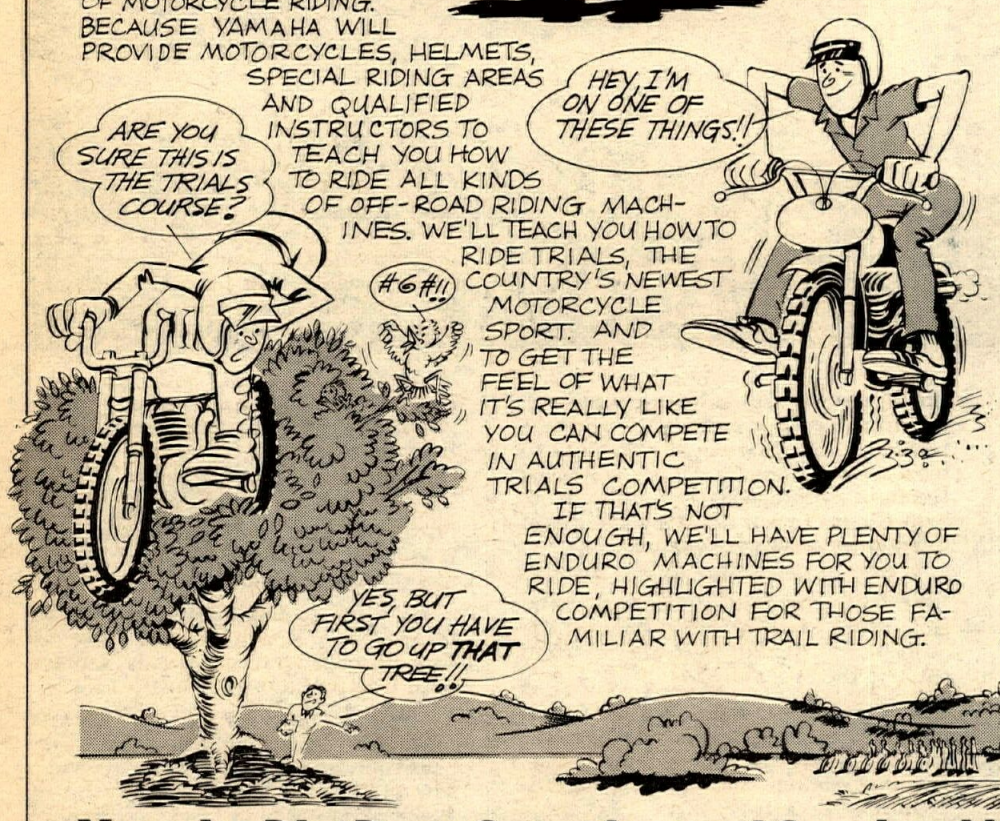

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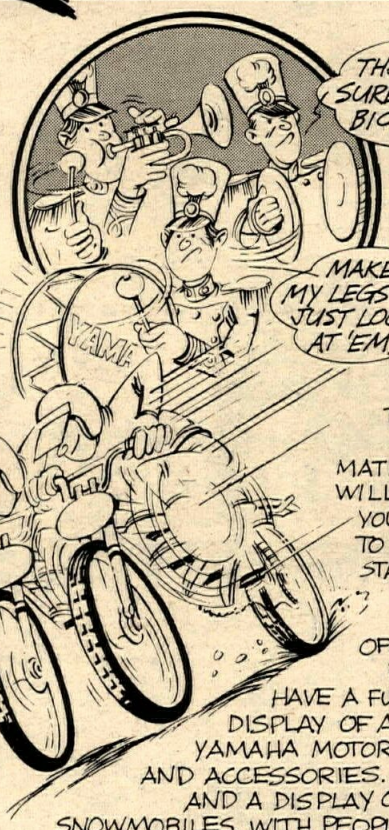

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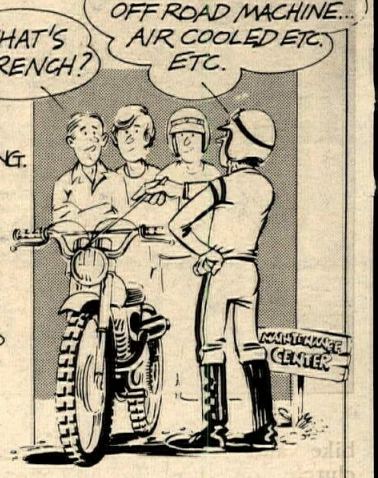

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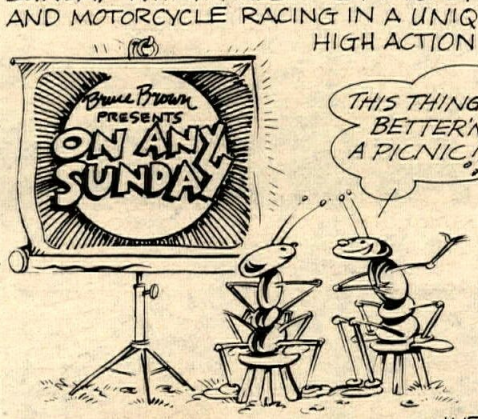

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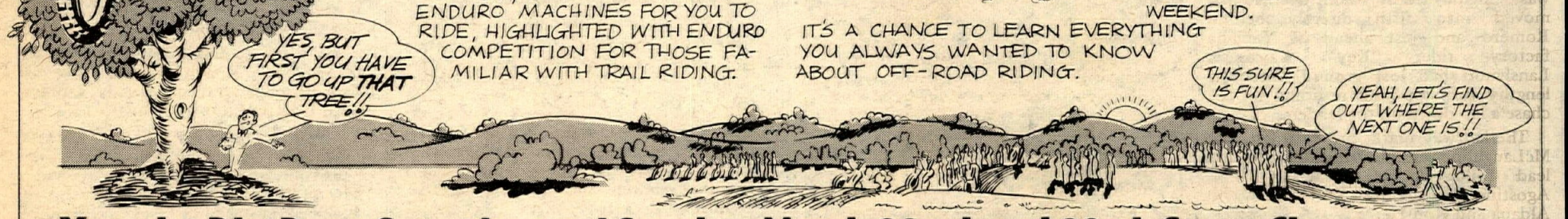

Yamaha Dirt Days, Saturday and Sunday, March 22nd and 23rd, Santa Clara County Fairgrounds, 344 Tully Rd., San Jose, 10:00 AM to 5:00 PM.

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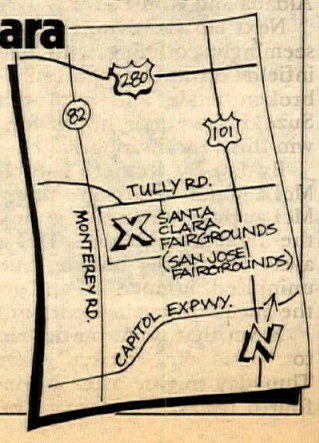
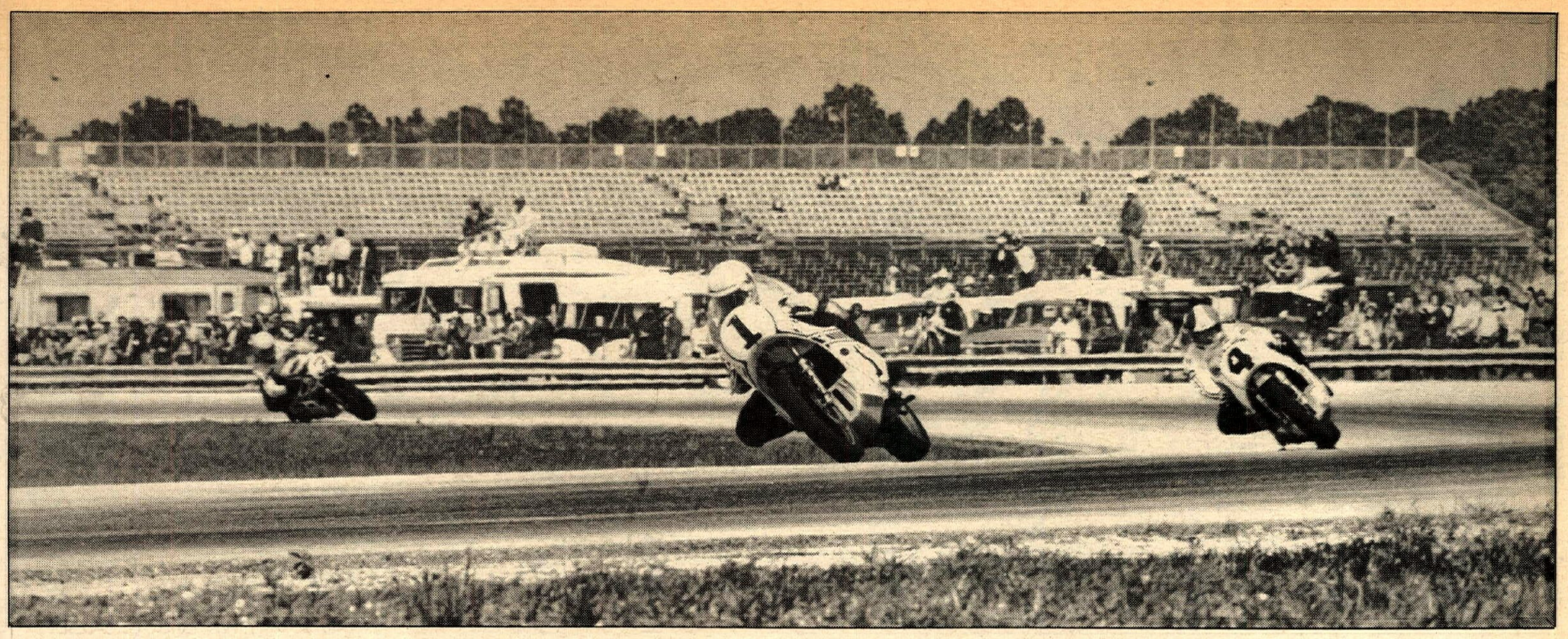
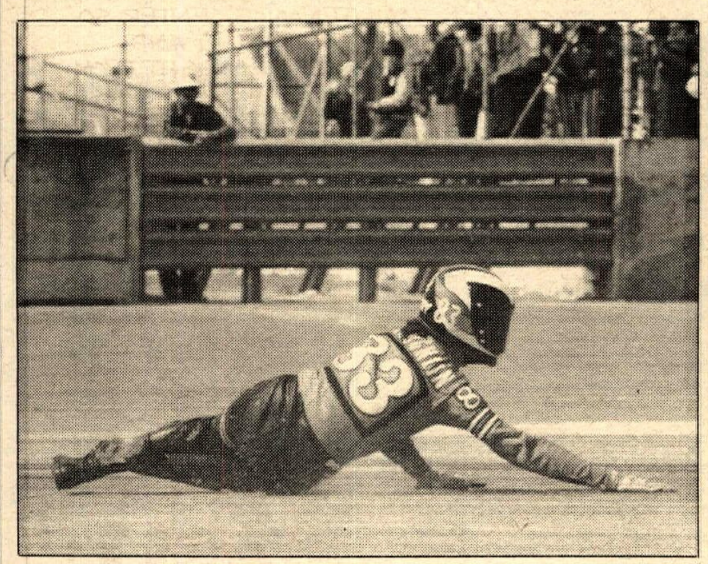
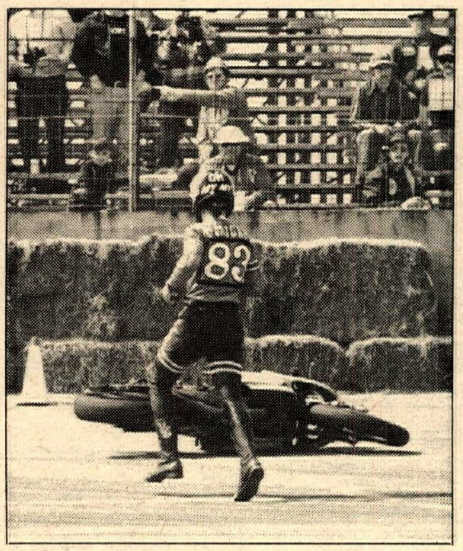


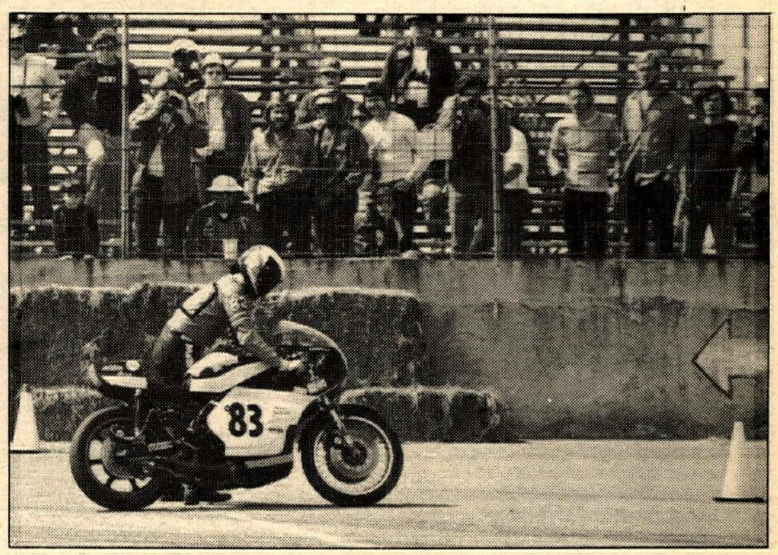


Roberts, Ago, Burritto chase each other through the infield.

In one swift sequence, McLaughlin watches his lead go away (left), sprints to his bike, finds it rideable, and pushes off to salvage a sixth.







bike and removed his helmet. The clutch on his TZ750 monoshock Yamaha had gone away and he was out of the race.

With Roberts' retirement, the Ago vs. Roberts duel was over. Our National Champion had made his point, though. He had dominated the race just as he dominated practice and qualifying sessions during the week.

With Roberts out, Lansivuori took over the lead for three laps before pitting on the 19th lap for gas. Gas stops by the field began on the 16th lap and the front running positions were shuffled.

On the 20th lap, Steve McLaughlin held a four-second lead over Ago, who was being pushed by Baker. Cecotto had moved into fifth directly behind Romero and just ahead of Yamaha factory rider "Key" Kawasaki. Lansivuori had lost ground due to a lengthy pit stop and returned to the chase a lap down on the leaders.

The halfway mark, the 26th lap, saw McLaughlin running smoothly in the lead followed by Romero, Baker, Agostini, Cecotto, Key Kawasaki, David Aldana and Ron Pierce.

Next lap Lansivuori went down after seemingly colliding with Cecotto in an infield turn. He reportedly suffered a broken ankle and with that accident Suzuki saw their hopes for a Daytona win this year disappear.

By lap 30 Romero had closed up on McLaughlin and in that same lap McLaughlin unloaded as he braked for the final infield turn. The get-off tore away his fairing bubble, but Steve was uninjured, jumped up and got back into the race within moments in fifth place.

From that point on the race belonged to "basic dirt tracker" Gene Romero. Thursday night, after having qualified fourth fastest, Romero sat in the annual nightly gathering place of many dirt trackers, the new Frontier Inn, and joked about his high qualifying position. "Did you see where they placed me fourth on the grid?" he asked. "I won't tell 'em they goofed, if you don't. Seriously, that isn't too bad for a dirt tracker, is it?" It sure wasn't. And his race performance wasn't bad either.

Romero entered victory lane for the third time in nine years of competing in the Daytona 200. He had been a "bridesmaid" on two occasions and had finished in the top 10 in all but one of his 10 races. Dirt tracker indeed!

Following victory lane ceremonies the top three finishers, Romero, Steve Baker and Johnny Cecotto were hustled away to the press box where Gene Romero held court. When asked why Roberts, Agostini and Baker had monoshock Yamahas while he had a swingarm model, Romero replied, "They gave the monoshockers to all the light guys and gave us heavies the conventional jobs." And when asked his feelings about Roberts saying, when asked who he thought would win when he dropped out, "One of the slowpokes, I guess." Romero laughed and said, "Well, ask him how he feels when he watches me go to the bank tomorrow with all the chips."

Romero's "chips" amounted to $17,485 and a whopping pay-off of 195 Camel Pro Series points, the largest single point pay-off in AMA history.

Steve Baker was an elated young man following his second place performance and he told the assembled press corps how he had barely made it to the starting grid following a panic session spent replacing three cylinder studs in his TZ750 after they had broken in Sunday morning's short practice session. "We didn't finish the job until five minutes before the race was scheduled to start," commented the Bellingham, Washington resident.

The last man to face the questioners was Johny Cecotto. He was accompanied by a large contingent of Venezuelans, two of whom proudly held their nation's flag high. Johnny spoke no English, but his happiness was more than apparent in the form of an ear to ear grin. Cecotto, while virtually unknown in the U.S., has won the prestigious Interlagos Brazil 500 miler for the past two years and is currently the Champion of Venezuela.

Last year's Daytona 200 (180) winner and 24-time World Champion Giacomo Agostini finished a disappointed fourth. He was unavailable for comment following the race.

So the 34th Daytona 200 is history and the record books will show that Gene Romero won. The win moves Burritto into second place behind Mark Williams in the Camel Pro Series point standings and as the racer from San Luis Obispo, California puts it, "I want that Number One back." He'll still have to beat Roberts for the coveted plate, but if determination has anything to do with it, Kenny better boogie.

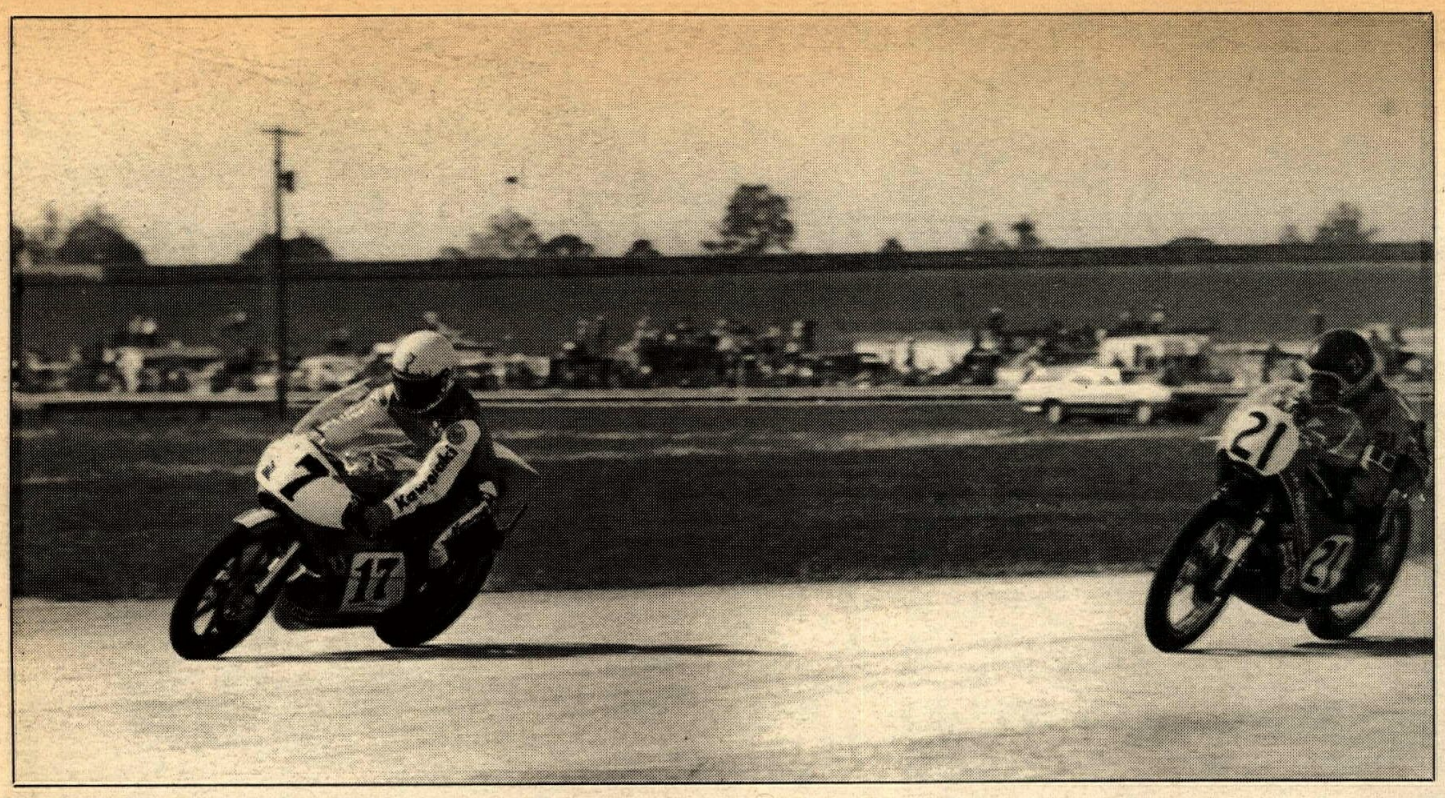
Daytona Notes:

Gary Nixon, after qualifying 29th, was advised by his doctors not to race. Screws holding a plate in his arm worked loose, and for all practical purposes his arm was still broken . . . Clutch problems plagued the American Yamaha team, with each member's clutch gioing away during Sunday morning's practice session . . . Don Castro, who ended up ninth, was slowed by wind entering his helmet, causing his eyes to tear . . . The first eight finishers completed the entire 52 laps . . . Florida's Larry Bleil was the highest placing easterner . . . Phil McDonald's Yamaha threw a rod . . . Randy Cleek's Yamaha tied up . . . Expansion chamber problems dropped England's Barry Ditchburn and Stan Woods from the race . . . Kawasaki's Yvon DuHamel retired on the 11th lap with a bent shifter shaft . . . Ron Pierce, who finished eighth, lost his rear brake and said that the new wide tires caused excessive brake wear . . Retirements and reasons: France's Patrick Pons – seized; Mike Devilin – lost sixth gear; Jon Ciener – blew primary gasket; Jimmy Metrando – handling problems; Andreas Georgeades – not competitive; Kurt Liebmann – clutch; Holland's Jan Kosterwinder – course too windy (a problem that many said dropped their top rpm by 500); Dennis Purdle – blown clutch . . . David Aldana celebrated his successful suspension appeal by riding a Kawasaki in Thursday's production class race, a Yamaha in short track events and his factory Suzuki in the 200 . . . Cliff Carr managed to finish 14th despite broken expansion chambers . . . The Nixon/Kanemoto ride was offered to Gary Scott, but he turned it down due to lack of available practice time (and perhaps the fact that he's a Harley-Davidson factory rider). ●

Unofficial Results:

34th ANNUAL DAYTONA 200 MI EXPERT, MAR.9: 1. Gene Romero (Yam) 2. Steve Baker (Yam) 3. Johnny Cecotto (Yam) 5. Warren Willing (Yam) 6. Steve McLaughlin (Yam) 7. Hirdyuki Kawasaki (Yam) 8. Ron Pierce (Yam) 9. Don Castro (Yam) 10. Harry Cone (Yam) 11. Tommy Byars (Yam) 12. James Allen (Yam) 13. Larry Bleil (Yam) 14. Cliff Carr (Yam) 15. Len Fitch (Yam) 16. Roger Marshall (Yam) 17. Jim Dunn (H-D) 18. Phil Gerner (Yam) 19. Billy Labrie (Yam) 20. Marcel Ankone (Suz) 21. Doug Teague (Yam) 22. Robert Wakefield (Yam) 23. Boet Van Dulman (Suz) 24. Conrad Urbanowski (Yam) 25. Philippe Coulon (Yam) 26. Wes Cooley (Yam) 27. Dave Aldana (Suz) 28. George Miller (Yam) 29. Opivier Chevailier (Yam) 30. Mike Trimby (Yam) 31. Reg Pridmore (BMW).

Average Speed: 106.451MPH: Time: 1:52:32.88.s,



The Kawasaki threat sort of overheated and went away.

All that sunshine and she's still cold? Tsk.

100 mi Jr. Ex: Roberts' easy ride to the bank

By Gary Van Voorhis

DAYTONA BEACH, FLA., MAR. 8

In typical Kenny Roberts fashion, the Yamaha factory rider added the 100 mile Expert/Junior lightweight race to his growing list of pavement wins. Roberts, as is his style, scooted away from the rest of the field in the early laps for a quick (60:51.75) and rewarding ($2,910) Saturday morning ride.

Second place went to the revitalized Harley-Davidson RR250 of Gary Scott, while Yamaha Motor Canada 22-year-old Steve Baker of Washington picked up a close third.

The addition of the new Kawasaki 250 sparked a lot of interest in the Combined event, but the lack of time to sort and test the lime-green quickies curtailed their potential to knock Yamaha off its perch. Eight days of testing prior to the race turned up overheating problems and the need to squeeze out a few more horsepower.

Kawasaki factory racer Jim Evans, injured in a practice crash on Tuesday, added another cloud to the bike's debut. Ron Pierce, entered on a Harley, switched to Kawasaki teamed with Yvon DuHamel for the event. Practice proved to Pierce that the bike "handles like a dream. It's so forgiving you can really stuff it into a corner, but I wish there was a little more power," he said. Pierce nailed down a fifth in his heat and then learned that the little greenie has seven gears and he was using only six.

Kenny Roberts took the first heat by a good margin while Steve Baker and Gary Fisher (on a factory H-D) put on a good dice for second. Gary Scott and Greg Sassaman each ran disappointing races with mechanical problems plaguing their Harleys.

The second heat produced some spirited racing and a privateers duel that lasted the whole race with Doug Teague pulling out the win from Ted Henter. Don Castro nipped Peewee Gleason for third on the final go-around when Gleason slowed after taking a deep gash on his leg resulting from a tangle with another rider's fairing.

Work and more work was the order of the evening as Gary Scott's mechanic Bill Werner and the rest of the Harley-Davidson crew spent long hours changing both internal and external gearing in order to cure problems. The hours paid off as Scott's bike ran cleanly throughout the race although the gap between fourth and fifth gear was wrong, making Scott over-rev fourth in order to reach fifth.

In the Yamaha pits everything was in order as both Roberts and last year's winner Don Castro were race-ready. Gene Romero was saving himself for a big day on Sunday.

Roberts grabbed the lead before the bikes were more than a few yards off the grid and that was that for the rest of the race. Steve Baker, however, was not shaken off that easily, as he stuck to Roberts for two laps before Kenny broke free. Don Castro followed in third with Doug Teague, Mike Devlin, Gary Scott, Jimmy Dunn and Ron Pierce close behind. Yvon DuHamel, on the other Kawasaki, held 10th place.

Gary Scott moved to fourth on the second lap, swooped Castro for third two laps later and out-braked Baker into the infield for second spot another two laps on. Castro meanwhile was feeling pressure from Teague.

From the back of the pack, the newest H-D factory entry, Greg Sassaman, was picking up positions every lap. Greg started deep in the second wave and was 12th on lap 10, closing on DuHamel.

Roberts used traffic to put distance between himself and the second place Scott/Baker or Baker/Scott duel, but was not pulling out as big a lead as expected. Scott and Baker, in their wheel-to-wheel battle, were WFO keeping Roberts in their sights.

Halfway through the 26-lap race the front five positions were solid, as Roberts had an unofficial 10 seconds on Scott, who led Baker by a shadow with Teague and Castro only a short distance behind. Mike Devlin held sixth over John Long, Ron Pierce, and Tom Byars, with Greg Sassaman about to move into 10th. The pace was just over 98 mph.

Pierce began to slow with over-heating problems as Byars bumped Long for seventh position and Sassaman moved to ninth with Bruce coming up to take 10th.

The race between Scott and Baker raged until the 18th lap when Scott began to draw away and from there until the finish the top 10 positions failed to change. Baker, with increasing wheel chatter, had decided to play safe and take third rather than risk an accident in the closing laps.

Doug Teague, with a fourth placing, won the top privateer after a ride that paid tribute to his considerable tuning talents, while Sassaman justified his factory team standing with the top Junior placing in ninth.

For Kenny it seemed that the 100 miles was just another trip to the bank, but for Scott and Baker the distance seemed a little longer. Scott's all-night work had paid off while Baker, was competing in his first race since removing a cast from a broken leg acquired at last year's Talladega event.

Results

EX/JR COMB 100 MILE: 1. Kenny Roberts (Yam). 2. Gary Scott (H-D). 3. Steve Baker (Yam). 4. Doug Teague (Yam). 5. Don Castro (Yam). 6. Mike Devlin (Yam). 7. Tommy Byars (Yam). 8. John Long (Yam). 9. Greg Sassaman (H-D). 10. Bruce Lind (Yam). 11. Murry Hoffman (Yam). 12. Rich Fuller (Yam). 13. Ron Pierce (Kaw). 14. Wes Cooley (Yam). 15. Brian Henderson (Yam). 16. Conrad Urbonowski (Yam). 17. Kurt Lentz (Yam). 18. Rich Chambers (Yam). 19. Billy Payne (Yam). 20. Ken Brunswick (Yam).

Yamaha Super Series of MX – round two

By Charles Morey

DAYTONA BEACH, FLA., MAR. 8

Can-Am racer Jimmy Ellis and Maico ace Steve Stackable both tuned-in repeat performances in the second round of the Yamaha Super Series of Motocross. Ellis overcame a slow start in the first 250cc moto to finish sixth, then backed it up with a win and a second placing in the last two motos. Stackable weathered an all-out charge from Suzuki-borne Tony DiStefano to work his one moto win and two second places into an overall 500cc victory.

Spectators numbering some 35,000 roared approval of the total six 20-minute moto program as they saw that 1975 will be a classic year for National caliber MX. The annual game of "musical bikes" that puts new riders on new factory-sponsored machinery has given many top talents incentive to impress their new employers. With Karsmaker switching from Yamaha to Honda, Weinert stepping from Kawasaki to Yamaha, DiStefano and Grossi making the move to Suzuki, Tripes picking up a Bultaco ride, Runyard and Thorwaldson leaving Suzuki for Can-Am and Maico mounts, and many more changes too numerous to list . . . it all adds up to a tremendous amount of riding talent and determination to win. Close racing more than made up for the absence of top-line Europeans at Daytona.

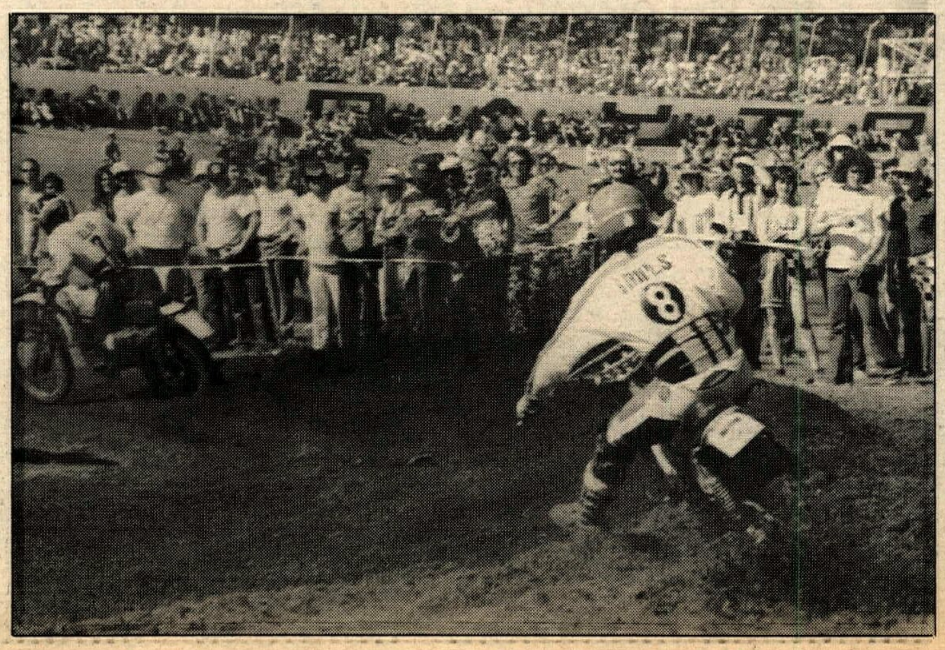
250cc races

The Flying Hawaiian John DeSoto dramatized his eastern appearance by grabbing a healthy holeshot as the 250s left the line and spilled onto the Gary Bailey designed track. Hot on DeSoto's tail were Gaylon Mosier, Tim Hart, Gary Wise and Rich Eierstedt. Hart moved in quickly to take the lead on lap three, but Husky rider Kent Howerton overtook the Yamaha on the same lap after working up from a slow start. Once clear of traffic, Howerton dialed win and held the margin that would keep him ahead for the rest of the moto.

Meanwhile DeSoto had spun out and Hart led Eierstedt and Marty Tripes. Tripes had ninth place at the end of lap one, but was rapidly picking off the front runners in a style that held the crowd screaming their approval. With two laps reamining, Marty slipped by Rich Eierstedt, then flew over Tim Hart on Bailey's spectacular double jump. The first moto standings: Howerton, Tripes, Hart, Eierstadt and Jan-Eric Sallquist.

One of Daytona's infamous first turn pile-ups left Tim Hart, Bruce Baron and

Marty Tripes on his new Bultaco ride chases 250 class winner Ellis (C-A).



You couldn't find two happier young men.

They are 18 year old Billy "Sugar Bear" Grossi, and Tony DiStefano, 19 years old, who just won the Florida Winter Motocross Series and helped Suzuki win the "Manufacturers Cup" award.

For both riders this is their first year with Suzuki. Grossi aggressively rode the 5 race series to capture First Over-All in the 250cc Class, while DiStefano took an Over-All hands down Victory in the Open Class on his Suzuki RN 370.

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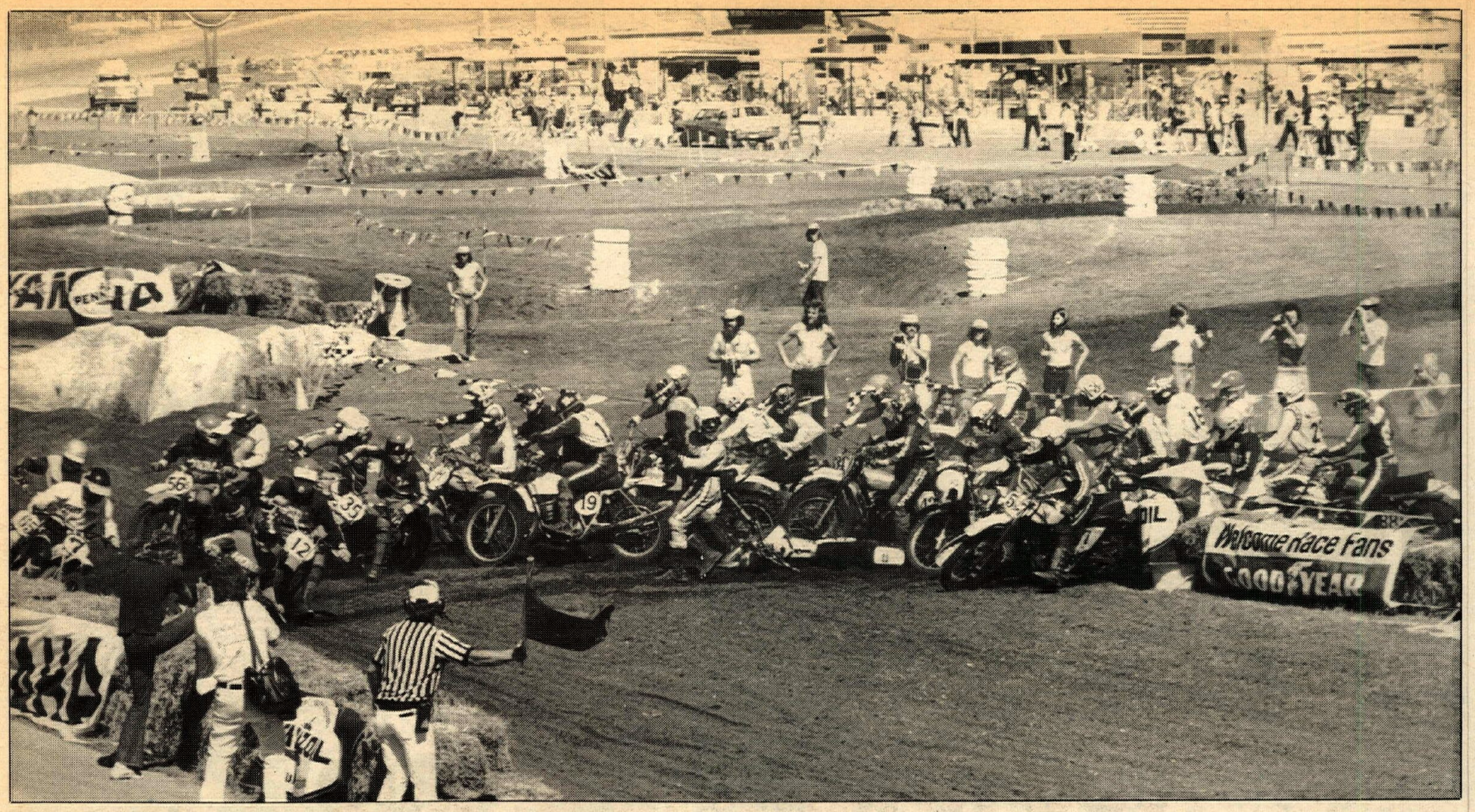

Twenty-eight motocrossers try to make a turn wide enough for about 25.

500cc overall winner Stackable gets annointed with 200cc of love potion number nine.

Kenny Zahrt on the ground at the beginning of round two. Hart and Baron restarted, but Zahrt was visibly shaken and remounted. Kenny got centerpunched later in the afternoon by an out-of-control rider, putting a cap on his totally bad day.

Jimmy Ellis, perhaps moody over his sixth place finish in the first moto, put the Can-Am out in front of the pack on lap one. Following within striking distance were Team Honda riders Marty Smith and Rich Eierstedt, while back in fourth, Tripes had begun another crowd-pleasing rally. On lap two Tripes and Eierstedt both got past Smith; then, just before the finish line, Tripes edged by into second.

In the following laps Tripes' Bultaco closed on Ellis until finally he crowded into the lead on the front straight. Ellis, however, held the inside line and stuffed back under Tripes in the tight left-hander at the straightaway's end. Using the Bultaco as a berm, Jimmy relcaimed the lead as Marty saved it and held second.

Marty Smith had repassed Eierstedt and held steady until his machine seized, dropping the 125cc National Champ to 28th.

Ellis maintained his lead to the checkered flag as Tripes, now running with a flat rear tire and a broken fork slider, held second. Eierstedt, Sallquist and Mike Runyard followed. Howerton could only back up his first moto victory with an 11th after getting tangled in the first turn activities.

In an all-out attempt to overcome the bad second moto, Kent Howerton passed Sonny Defeo on the first lap of round three, and proceeded to build up an unbeatable lead. Ellis converted his fifth place start into a second by the end of the moto . . . good enough for the overall win. Rich Eierstedt's third place gave Honda a second in the overall as his 4-3-3 total topped Howerton's 1-11-1 score. Tripes suffered a poor start in round three, recovering only to 10th place, for fourth overall. Fifth was Kawasaki rider Jan-Eric Sallquist.

500ccc motos

Tony DiStefano wedged into the lead ahead of Pierre Karsmakers and Steve Stackable as the first 500cc moto smoked onto the track. Before the lap ended, Stackable had second and Karsmakers retired with transmission failure. Wyman Priddy's Kaw held third with Gary Chaplin and Gary Semics close behind. National Number One Jimmy Weinert was back in ninth and

Jim Ellis threads through the sandy slot.

jamming toward the front in true Weinert style.

DiStefano's Suzuki held off Stackable's Maico for four laps. Then, as the two ran side by side steaming steadily away from the others, the Suzuki's front brake plate broke and Tony D was spit off as the wheel locked up. He remounted to finish a distant 17th.

Meanwhile, Weinert's charge was cut short by, as Jimmy put it, "A malfunction at the junction." Yamaha mechanic Bill Buchka simplified the explanation by grumping, "Seized."

Gary Semics put on a dynamite showing in his first east coast ride on the new Kawasaki, following Stackable through round one for second place finish. Atlanta's Zappa Racing CZ team of Gary Chaplin and Bobby Harris filled the third and fourth positions ahead of Jim West's CZ in fifth.

Again in the second leg, the Stackable/DiStefano duo took turn one side by side and quickly resumed their battle, while drawing steadily away from all the others. Gary Chaplin had copped a third place starting position ahead of Wyman Priddy. Weinert, with a new top end on the factory Yamaha, got away in 11th and began once again to work up through the mob. Semics' luck deserted him as he completed lap one in around 25th place and was unable to significantly help his standing during the moto.

Five laps into the race, Jimmy Weinert had fought up to fifth place; but the new motor tightened up again, forcing the champion to call it a day.

Steve Stackable took the lead from Tony DiStefano on the next lap, pulling a gasp-drawing block pass on a tight "S" section of the track. Steve cruised on for several laps more while Tony held a steady pace 20 yards back. Three laps from the finish, DiStefano repassed for the final time to take the win ahead of Stackable, Chaplin, Thorwaldson and Pete Lamppu.

Stackable found a clear start to the front of the third 500cc go-around, while DiStefano was forced to work up from an eighth place start. Maico rep Barry Higgins grabbed second place and led Rokon racer Don Kudalski, Jim West and Scott Jordan in the early moments. Kudalski was able to pass Higgins, but retired shortly with his third broken chain of the afternoon.

It took DiStefano 10 minutes to plow up to Stackable's rear fender. Once there however, Tony quickly ripped-off the lead; and Stackable, realizing that he'd gain nothing by challenging the Suzuki rider, let him go.

Stackable's 1-2-2 score placed him safely ahead of the closest competitor, Gary Chaplin. Chaplin put in a fast, consistent 3-3-4 finish and was rewarded with second place overall. Jim West and Rich Thorwaldson tied in points with West winning the nod for third. Fifth went to Tony DiStefano. ●

Unofficial Results

250cc: 1. Jimmy Ellis (C-A) 6, 1, 2. 2. Rich Eierstedt (Hon) 4, 3, 3. 3. Kent Howerton (Hus) 2, 2, 10. 4. Marty Tripes (Bul) 2, 2, 10. 5. Jan-Eric Sallquist (Kaw) 5, 4, 9. 6. Sonny DeFeo (Mai) 8, 7, 5. 7. Billy Grossi (Suz) 9, 6, 6. 8. Tim Hart (Yam) 3, 13, 7. 9. Mike Runyard (C-A) 14, 5, 8. 10. Gary Wise (Kaw) 7, 10, 11.

500cc: 1. Steve Stackable (Mai) 1, 2, 2. 2. Gary Chaplin (CZ) 3, 3, 4. 3. Jim West (CZ) 5, 7, 5. 4. Rich Thorwaldson (Mai) 6, 4, 7. 5. Tony DiStefano (Suz) 17, 1, 1. 6. Bob Harris (CZ) 4, 13, 6. 7. Peter Lamppu (CZ) 8, 5, 9. 8. Scott Jordan (Bul) 11, 6, 8. 9. GAry Semics (Kaw) 12, 14, 10. 10. Mark Blackwell (Hus) 7, 8, 14.

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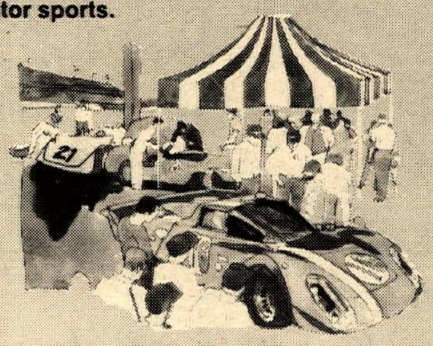

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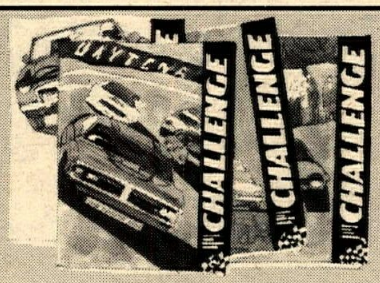

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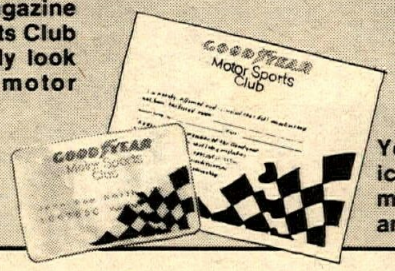

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Short track: Poovey takes three of four

By Jack Mangus

DAYTONA BEACH, MAR. 5-6-7-8
Texans swept three of the four short track events held before sell out crowds in Daytona's Memorial Stadium. Led by two time winner Terry Poovey (Bul) and Jim Rawls with wins Saturday night the Lone Star State was prevented from making a complete sweep of the always exciting events by a Wednesday night Novice program win scored by Florida's Steve Poneleit.

Novice only night drew 220 first year riders who were narrowed down to 80 through 37 scratch heats and narrowed down to a 10 rider main event in eight regular heats and three semis.

The main event was all Poneleits after some first lap handlebar banging and a mid and late race effort by the eventual runnerup, Ross Eadie. Eadie had earlier diced with third place finisher Lance Cherry. Eddie Sutton saw his fourth place position taken away on the last lap when Rory Simmons got by him coming out of turn four.

Thursday night's program was for Junior racers and those Novices who had qualified from the previous night's program. The large turnout required 33 scratch heats, eight regular heats and three semis. Garth Brow topped Larry Beall, Mike Rawls and Tommy Norris in the trophy dash.

Main event action was provided mainly by Juniors Terry Poovey and Garth Brow. Poovey led the first five laps, but Brow got by on the sixth lap and held off Poovey for three laps. Poovey wheeled his Tommy Conners sponsored Bultaco around Brow on the white flag lap and knowing that "... the only way I could beat him was to keep him on that outside line," did just that to score what would end up being just the first of his Daytona wins. Mike Rawls and Mike Green held down the 3-4 positions from the second lap on.

Friday night brought the Experts to Memorial Stadium for their first dirt race of Speed Week, but it was Junior rider Terry Poovey who once again took the checkered flag. A total of 191 Experts and Juniors posted for the event. Following scratch heats Mike Eades, Jimmy Mayo, Terry Poovey, Steve Droste, Hank Scott, Jim Rawls, Larry Beall and Bill Kelly took regular heat race wins.

Semi action provided some of the most furious short ttrack racing in years. The first semi was red-flagged after some riders unloaded on the back straight. The restart saw Steve Freeman on the penalty line and Jimmy Lee get a holeshot and the win. The second semi was led all the way by Jim Rawls with pressure being applied by Gary Bailey and Mike Eades, who finished 2-3. The final semi was a mind-blower. Paul Pressgrove led the first six laps of the 10 lap go, but was shoved back to third by Danny Hockie and Bubba Rush. Hockie and Rush crossed the finish line in what appeared to be a dead heat, but the nod was given to Hockie by referee Freddie Ephrem and starters Phil Dyson and Russ Moody.

Jim Rawls topped Jimmy Lee, Hank Scott and Poovey in a three lap trophy dash and Husky mounted Mike Johnson led Ted Poovey and Buck Boren across the line in the consy.

The main event was led into turn one by Rawls with the remaining nine riders right on his heels. Rawls and Terry Poovey crossed the finish line at the end of lap four side by side with Poovey taking the lead for good on the next lap. Gary Bailey (not the Professor, but Clovis, New Mexico's dirt trackin' pride and joy) held down the show position from the second lap on. Poovey had reason to smile as he could walk by deserted pit areas that had belonged to such short track stars as Mike Gerald and Darryl Hurst before they were eliminated.

Poovey returned for Saturday night's action in hopes of becoming the first rider to score short track victories for three straight nights. Those hopes were dashed by Jim Rawls and Jay Ridgeway.

Heat race wins were scored by Florida's Shane Jones, Jay Ridgeway and his WKR Kawasaki, Team Gringo's Rawls, Canadian Dave Sehi, Honda mounted Bill Kelly, California's Danny Hockie and Chuck Palmgren and Gringo mounted Ted Poovey.

First heat winner Jay Ridgeway led the first semi from flag to flag as did Danny Hockie in the second semi before and after a restart brought about by a heavy get-off suffered by Husky mounted Mike Johnson.

Rawls returned to action and posted yet another win in the trophy dash over Ridgeway, Hockie and Jones.

Corky Keener, mounted on the Powell Hassell prepared ex-Cal Rayborn Harley Sprint, took the consolation after he got by Buck Boren, the eventual runnerup, on the third lap.

The main event was a handlebar banging affair between Jay Ridgeway and Jim Rawls. Rookie Expert Ridgeway held off the charging Texan for the first five laps, but on the sixth go-around J.R. took the lead for good. The pair had dashed Terry Poovey's hopes of sweeping the short tracks he completed in, but a third place finish coupled with his two previous wins left the young Texan happy – and a bit wealthier. ●

Results

NOV FINAL MAR. 5: 1. Steve Poneleit (Hon). 2. Ross Eadie (Bul). 3. Lance Cherry (Bul). 4. Rory Simmons (Yam). 5. Eddie Sutton (Yam). 6. Mike Donohue (Rok). 7. Chuck Bugbee (Bul). 8. Richard Holman (Yam). 9. Ken Sargent (Kaw). 10. Mike Penland.

JR/NOV FINAL MAR. 6: 1. Terry Poovey (Bul). 2. Garth Brow (Bul). 3. Mike Rawls (Bul). 4. Mike Green (Yam). 5. Larry Beall (PDV), 6. Dan Kirkland. 7. Tom Norris (Bul). 8. Unknown. 9. John Ewell (Yam). 10. Ted Boody (Mon).

EXPERT FINAL MAR; 7: 1. Terry Poovey (Bul). 2. J.R. Rawls (PDV). 3. Gary Bailey (Kaw). 4. Larry Beall (PDV). 5. Danny Hockie (Kaw). 6. Steve Freeman (Bul). 7. Bubba Rush (Bul). 8. Billy Kelly (Hon. 9. Paul Pressgrove (Bul). 10. Jimmy Lee (Yam).

EXPERT FINAL MAR. 8: 1. J.R. Rawls (PVD). 2. Jay Ridgeway (Kaw). 3. Terry Poovey (Bul). 4. Larry Beall (PDV). 5. Danny Hockie (Kaw). 6. John Gennai (Bul). 7. Guy McClure (Bul). 8. Mike Rawls (Bul). 9. Gary Bailey (Kaw). 10. Rex Beaucham (H-D).

Production race a California benefit

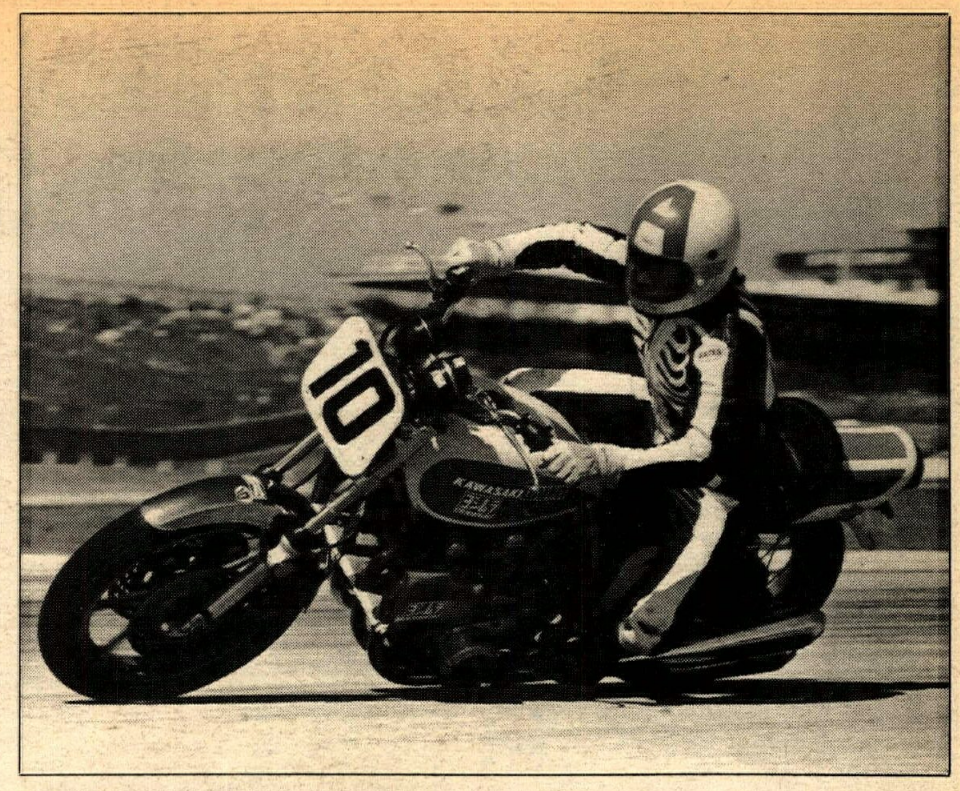
By Jeff Harrison

DAYTONA BEACH, FLA., MAR. 7
Production racing came into its own at Daytona International Raceway as three classes of "street bikes" attacked the famous 3.84 mile road course for the very first time. The West Coast dominated every class, led by big bike winner, Dave Aldana, in his first AMA Production racing appearance.

Open and 750cc races

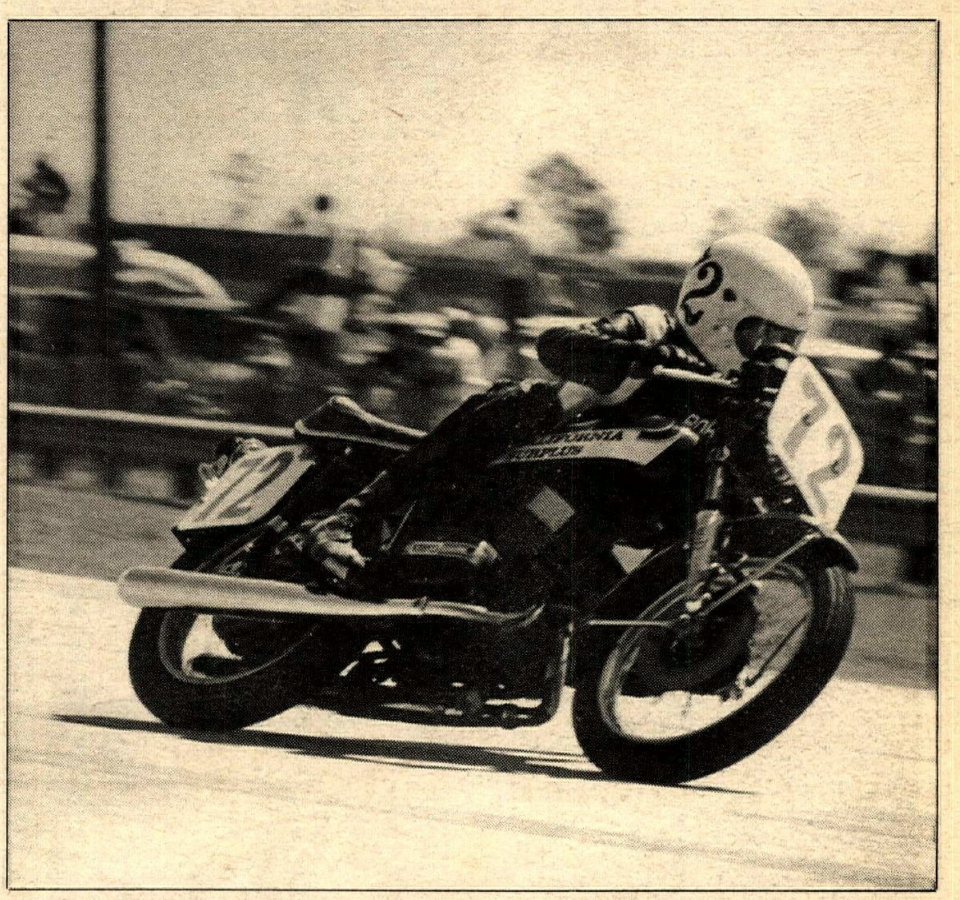
A slim field of 750cc-and-up bikes was combined into one 38-mile sprint that post-entered Dave "Mr. Bones" Aldana snatched from all the Production racing regulars on his Yoshimura Racing 900cc Kawasaki Z-1. Southern California Action Fours rider Bob Endicott got the jump on the field and piloted his Kawasaki Z-1 to an early lead, using his extreme "hanging off" style. Aldana closed the gap, took the lead coming out of turn one on lap two and continued to build a commanding edge on the field. Yvon DuHamel, on another Yoshimura Racing Kawasaki Z-1, maintained his third spot throughout the race and was never challenged by Reg Pridmore on a Butler and Smith 900cc BMW R90S. Pridmore was the pre-race favorite after his Ontario victory last season, but the BMWs seemed to be down on power and were no problem for the howling, high-barred Z-1s.

The battle of the editors that was

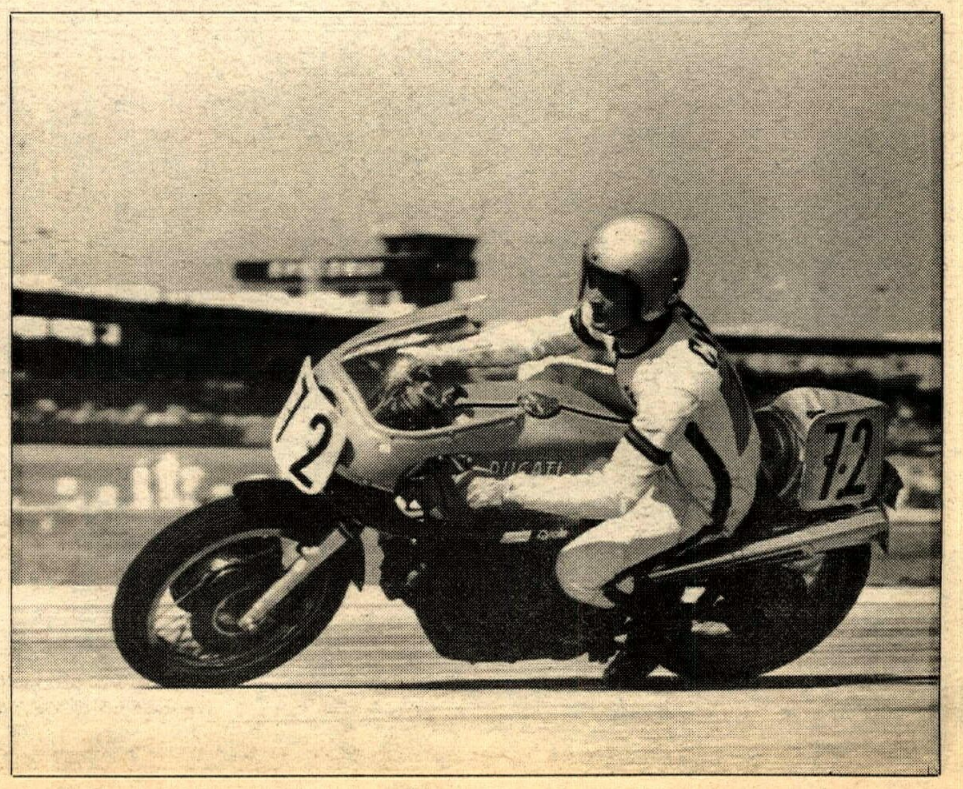


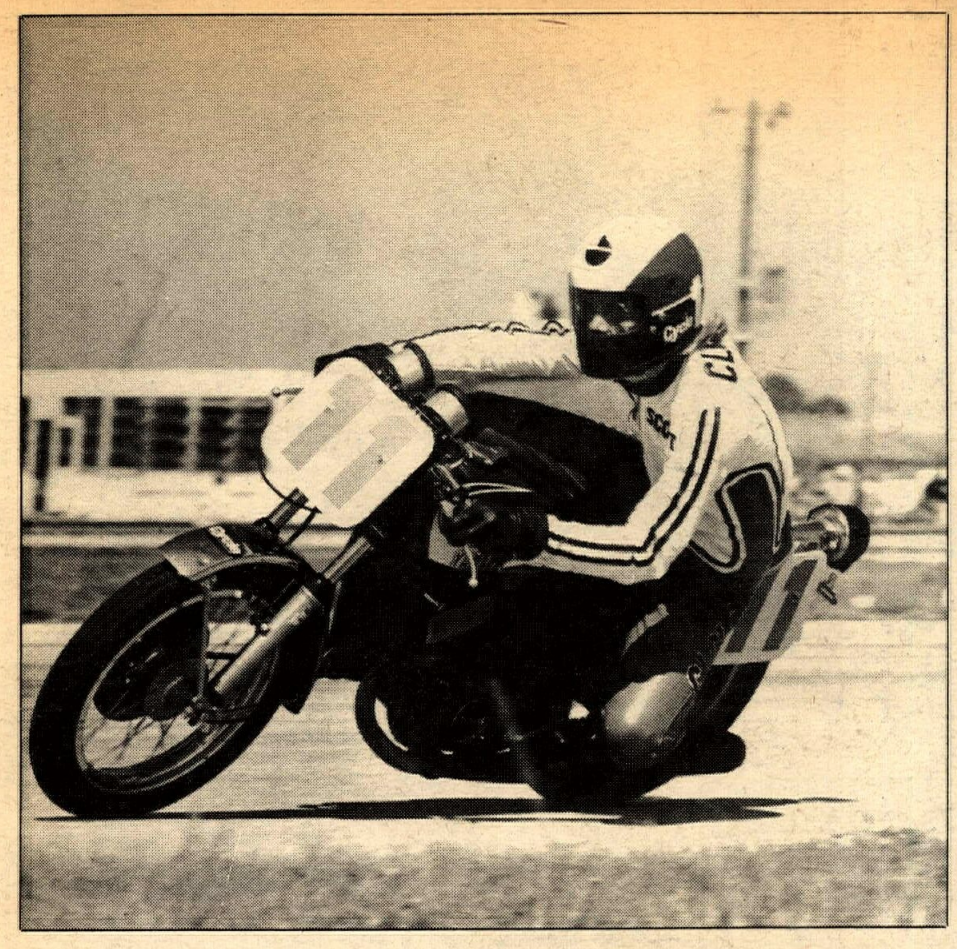
Mr. Bones and a longhorn Kaw., the fastest of the fast.

Bob Tigert had the horsepower and the hair on the 350s.



Cook Neilson, fifth overall, was first 750.





Scott Clough diced briefly with Tigert, settled to second Lightweight Production.

expected in the 750 race never materialized as Cycle's Cook Neilson on his Super Sport desmodromic Ducati rode impressively to the class win while taking fifth overall, beating half of the Open class machines. Both Tony Murphy, editor of Motorcyclist, and Art Friedman, associate editor of Cycle Guide, slowed early with mechanical problems. H-2 Kawasaki mounted Ed Turjanica, the Canadian Production racing whiz, remained a distant second on his Kawasaki Motors Canada sponsored bikes, never challenging Cook's Duck as it droned into the distance. Carl Smith on a 750cc Honda Four closed in on Turjanica later in the race for third, while fourth fell to Torello Tacchi riding a Laverda.

Lightweight road races

Ontario lightweight Production winner, Scott Clough, jumped into a lap one lead to renew his running battle with Bob Tigert in this RD350 Yamaha dominated event. Tigert, sponsored by Harry Hunt, Shelby Motors and California Surplus, got by Clough on the outside of turn one on lap two and had power to start pulling away, as he had predicted. Canadian Ed Turjanica, riding a Kawasaki Motors Canada 350cc S-2 Kawasaki, posed a first-lap threat that ended abruptly when he fell entering the banking. He remounted dead last and worked back up to 12th in the 45-man field.

Henry Olyneger on a Huggins Cycle Yamaha maintained a solid third through the entire 38 mile event. Tigert scraped his knees as he went on to win by a wide margin over Clough, and made it a winning threesome for West Coast Production racers. ●

Unofficial Results

OPEN CLASS: 1. Dave Aldana (Kaw). 2. Bob Endicott (Kaw). 3. Yvon DuHamel (Kaw). 4. Reg Pridmore (BMW). 5. Rodney B. Pink (H-D). 6. Kurt Liebmann (BMW). 7. Ron Pierce (BMW). 8. John Hoffman (BMW). 9. Dale Alexander (Kaw). 10. Jim Dunn (H-D).

750cc CLASS: 1. Cook Neilson (Duc). 2. Ed Turjanica (Kaw). 3. Carl Smith (Hon). 4. Torello Tacchi (Lav). 5. Pat Mahoney (Yam). 6. James Albert (Duc). 7. Al Phillips (Duc). 8. Arthur Friedman (Kaw). 9. Tony Murphy (Duc). 10. John Long (Nor).

AVER SPEED: 96.073 mph. TIME OF RACE: 23:58.90.

LIGHTWEIGHT PRODUCTION: 1. Bob Tigert (Yam). 2. Scott Clough (Yam). 3. Henry Olynger (Yam). 4. Larry Koop (Yam). 5. Henry McDonough (Yam). 6. John Yurojefcic (Yam). 7. Dennis Lamb (Yam). 8. George Morin (Yam). 9. Marc Mancini (Yam). 10. Bryan Spinks (Yam). 11. George Taylor (Yam). 12. Alan Barbic (Yam). 13. Ed Turjanica (Kaw). 14. Ed Mesgor (Yam). 15. Ken Rooke (Yam). 16. Bob Nichols (Yam). 17. Sam Sisson (Yam). 18. John Wilcox (Yam). 19. Mike Baldwin (M-M). 20. Rich Treat (Yam).

100-mi. Junior: Singleton's expensive half gallon, Blackman's 'win or crash' lap

By Gary Van Voorhis

DAYTONA BEACH, FLA., MAR. 7

$700 is a high price to pay for a half gallon of gas, but that's exactly what it cost Georgia rider Dale Singleton. It also cost Singleton the victory in the 100 mile Junior race.

Self-sponsored Pennsylvanian Gary Blackman took the win in the last 40 yards on what he termed his "win or crash" lap. Scott Erickson, who trucked in from cold Montana rounded out the top three. Each rider put in such a good ride for his position that it's hard to separate their involvement.

Scott Erickson, a some time road racer, some time dirt tracker and full time college student started things off on Thursday qualifying at a speed of 103.218 with Rich Chambers, Gary Blackman, Bill Peters and Dale Singleton filling out the front row after time trials were over.

The drama started right on the grid as the officials held up the one minute signal. At that moment Dale Singleton couldn't find neutral in his gearbox. With the 30 second sign up he rolled off the grid sacrificing his front row start for a tail-enders spot. It didn't last long as Singleton scooted from last to 10th in the space of the first lap.

Erickson sped into the lead followed by Blackman, Bill Peters, Skip Aksland and Murry Hoffman. The front running group began to swap places while Singleton moved through traffic with a vengeance. Aksland dropped Blackman to third, swapped with Erickson and then changed around again before the fourth lap.

Aksland pulled out some breathing room on the fifth go around using his power to advantage on the banking, but losing ground through the infield. Singleton moved into fourth.

Lap seven had to be one of the most exciting laps ever seen as Singleton outbraked Blackman for third going into the infield and then picked off Erickson and Aksland at an amazing pace to emerge onto the banking in the lead. The crowd went wild. Never has a rider come from last place to first and win. Singleton was going to break that jinx. Or was he?

Erickson continued to run a second or two behind in second while Blackman and Aksland went at it and Bill Peters and Murray Hoffman followed. On the 10th lap Singleton cut a circuit at 102.1 mph and had a three second bulge over Erickson.

Singleton, slowed by traffic, lost the lead on lap 13 as Erickson outbraked him into the first turn of the infield only to lose it to the power of Singleton as Dale drafted past on the east banking. Blackman, in third, began to close.

Singleton, in an effort to squeeze out as big a lead as possible, was gobbling up traffic at a fantastic pace.

The gas stops started on lap 15 with Singleton in and out in a flash. Too quick in fact, as he took on only two gallons of gas instead of a safe two and a half. It was to cost Singleton the race. Erickson took over the lead on Singleton's stop then pitted himself putting Blackman into a short lead as Kevin Cameron got the Montana rider in and out in record time. It was quick enough to regain the lead in half a lap.

Blackman was the next to gas with Peters following and Aksland using a very late stop strategy. Fifth place Murry Hoffman came in for his gas stop only to lose ground when the collector hose from the gas pump wouldn't come loose; fortunately it did not cost the California rider a place.

The 21st lap saw Singleton with a 300 yard lead and Erickson and Blackman side by side. The second place duo swapped places then re-swapped and their positions remained the same as they started the next lap.

Blackman took over second for good with four laps remaining and began to close the gap on Singleton although the Georgia rider appeared to hold enough edge to make his lead hold.

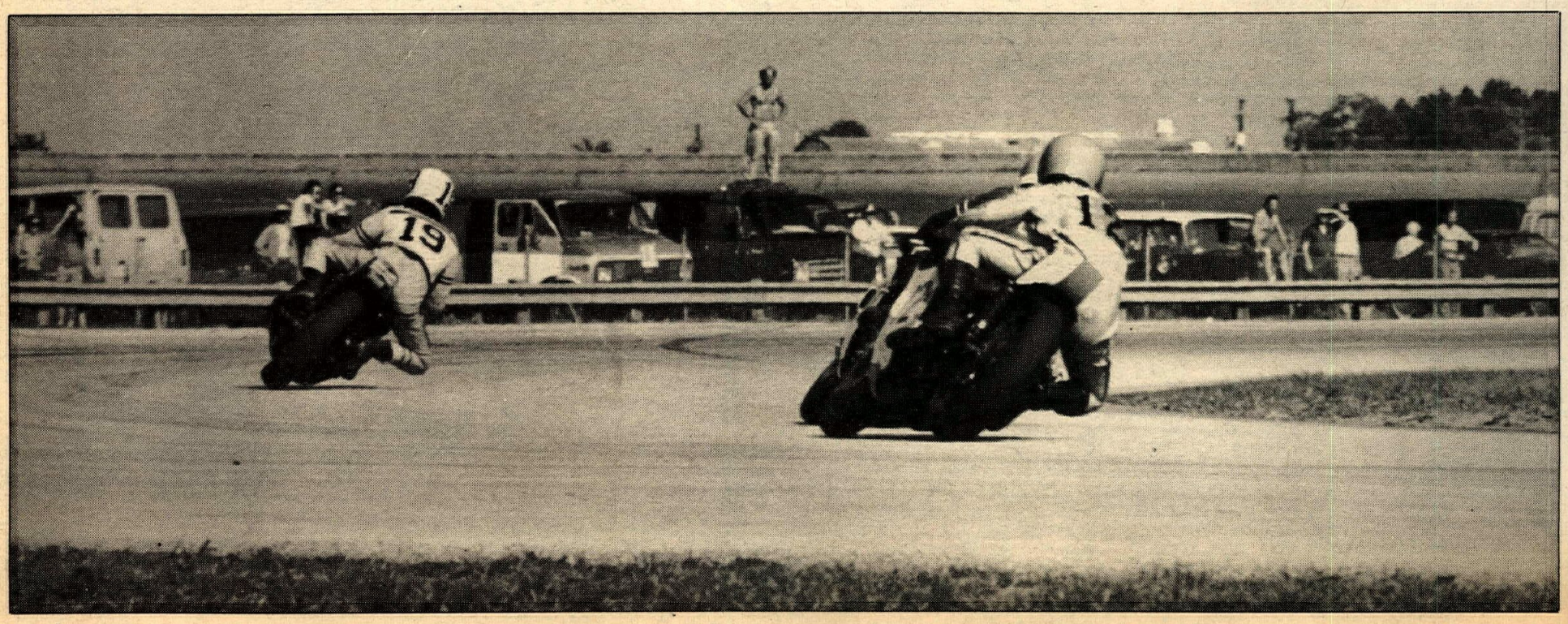
On the last lap the pair passed the finish line with Singleton holding an unofficial three seconds over Blackman. The pair swept through the infield, and then onto the banking and the backstraight where the distance between them appeared to stay the same.

As Singleton entered onto the banking from the chicane for the last time the engine sputtered, then sputtered again and finally died, but with enough momentum to possibly coast across and win. He was about 30 yards short. Blackman blew by to take the flag and the win as Singleton coasted dejectedly into second place. Erickson and Aksland took the next two places and Murray Hoffman nailed Bill Peters at the line for fifth.

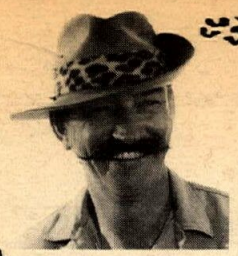
The look on Singleton's face as he pulled off his helmet was worth a million words . . . none of them printable. Erickson, with a safe third

(Continued on page 42)

At this stage, it's winner Blackman (12) chasin' Erickson.



For self-sponsored Junior Gary Blackman (above), it was "win or crash" in the surprise-ending last lap.
Below, Dale (44) Singleton blasts by Erickson (19) on his way to the front.



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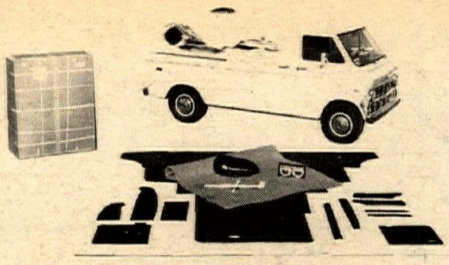

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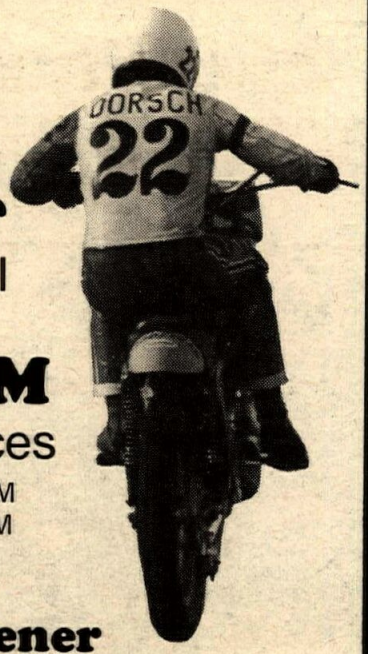
Ascot



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Local hotline

Notice the look of concentration on the riders' face.

CMC Mud-o-cross

By Andy Hayt

CARLSBAD, CAL., MAR. 9

Heavy rains the day before forced CMC to close the Grand Prix course and run on a new tighter track. The track was made around the bottom end of the downhill and the starting line area. Along with the different track were some new winners.

Bill Urban (WTE), who has been out of racing for many weeks with a broken ankle, came back to win the 125 Pro class. Urban grabbed the lead in the first moto, and had no trouble keeping it. Following Billy in second place was Mike Bell (Hon).

Mike Bell took the lead for two laps at the start of moto number two. Billy Urban and Marty Moates (Hon) trailing. Moates made his move on the third lap zapping Bell and Urban and went on to win a rather rainy second moto. Billy Urban finished second and took his first overall victory of 1975.

Wayne Boyer (CZ) won the first 250 Pro moto by riding very fast and never falling. Boyer got by Rich Grafton (Yam) whose chain broke on the second to last lap. Steve Hurd's sponsored rider, Bob Elliot (Hus), took second place. Bultaco mounted Ron Blanton placed third.

Rich Grafton took command of the start and the lead in the second moto. He was not challenged for the lead and rode to an easy victory. Bob Elliot's consistent riding got him another second and the overall win for the day. Wayne Boyer could not get by Elliot and had to settle for third place and a second overall.

Joe Johnston (Mai) led the first 500 Pro moto from start to finish. Bill Rubly (Mai) followed in second place and Frank Fitzgerald (Hus) placed third.

First moto winner Joe Johnston looked as though he was going to walk away with the 500 class when he experienced bike problems. Wayne Boyer moved up from fourth to first place, and rode onto the overall victory. Frank Fitzgerald finished second and Doug Sherman (Mai) turned in third. •

Results in Results Section.

"Hey guys look at me."

PHOTOS BY ANDY HAYT

Berm boggling at Mach two Pucker Power.

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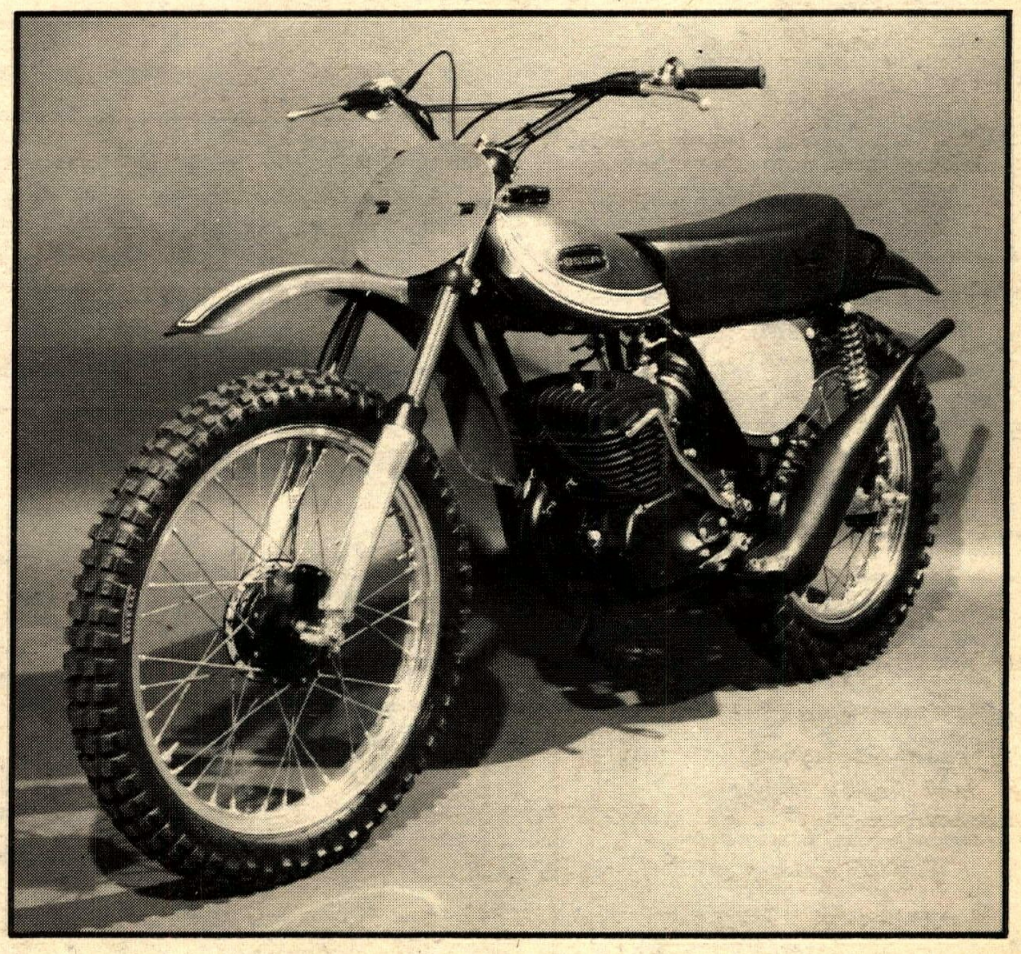

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Local hotline cont'd.

PHOTOS BY DALE BROWN

A deep pond was bypassed in favor of this glophole.

The Last Tango in Riverside.

SRA soggy GP scrambles

By Dale Brown

RIVERSIDE, CALIF., MAR. 8-9
While TZ 750s whizzed around Daytona and Indy cars pounded the pavement at Ontario, dirt bikers took to the mud and pavement combination offered by the Sportsman Racing Association's eighth Riverside Grand Prix Scrambles.

It had rained almost steadily from Wednesday through Saturday, and many of Riverside Raceway's freshly plowed fields turned into mud pits. Where the ground had not been broken, the soil was generally loamy and the traction was excellent.

In low-lying areas, there were a few water holes. The worst of these, a good-sized pond in front of a concrete tunnel was bypassed midway through Sunday's racing, although riders still had to pass through a section as bad or worse than Hopetown's famous glophole. Other parts of the course were bypassed or changed as race officials considered it necessary.

Rain fell all day Saturday, making racing conditions miserable at best. The minibikes rode on Saturday afternoon and were really having a tough time maintaining momentum in the mud. Their race was mercifully shortened to five laps, while other classes went seven laps. Sunday's conditions were much better, with only light rain falling for short periods as the afternoon wore on. The sun came out for the first time as the white flag was being given to riders of the last race of the weekend.

SRA head Ron Vincellette learned his lesson well from the last team race and this time divided it into two parts, the 0-200cc bikes going on Saturday and the 250/Open bash on Sunday. Sunday Terry Warren and Dean Johnson teamed up on a Takahashi-sponsored 400 Monoshocker to win. Would it make those of you who fell in the mud (including me) feel any better to learn that Vincellette and his 4-WD truck got stuck in the mud twice? ●

Results Pending.

Latest edition to the Bultaco line is the Frontera. It seems to be a collection of miscellaneous parts such as a Pursang top end and frame with a wide ratio gear box stuffed in for good measure. The lighting system is from a Matador. Some of the neat little features are: built in tool box, a centerstand and a very light weight of 229 pounds dry.

Frontera's here!

Irwindale cut short by rain

IRWINDALE, CAL., MAR. 7
Mike Bell returned to the Irwindale winner's circle after several weeks absence.

The only Pro class to run a full schedule was the 125 Pros. After their last race it was decided to be too dangerous because of the rain and everything else was called off.

Bell had started the night with a fantastic race with Don Bongiorno. He spent the entire race playing catchup and finally succeeded in the final turn of the last lap, taking the outside line through the corner. Drag racing to the checkered, it appeared to be a dead heat. After several seconds of consternation the victory was given to Bell.

That was the only win in a moto for Bell, he still clung to the points lead with a second and third in the next pair of rounds to earn only his second win of the year. A couple of week ago he had a bout with penuemonia and decided to hang up nigh racing until summertime.

Bongiorno grabbed second place honors adding another second and a fourth to his totals. Third spot went to second moto winner Gary Denton while fourth was pegged by final round victor David Taylor. All rode Hondas.

Only five riders comprised the 250 Pros and Val Tamietti (Mai) took both rounds for the triumph. Dave Pessy (Mon), still trying to close in on Tim Hart's career record of 84 wins, came up short again with a pair of seconds for second overall. Jeff Vidic (Mai) led the first moto up to the last lap flag when his gearbox seized and he retired for the night.

Bill Rubly (Mai) also put on a great show in the 500cc Pros. He jumped to the lead in the first moto, crashed and eventually worked his way back up to challenge Joe Johnston (Mai) for the lead. Off the Bert's Jump, Rubly and not Johnston made the huge leap and took over the front position on the final lap.

Johnston, after his second, discovered his frame was breaking so he loaded up and left early. Rubly then went out and won the second moto for the overall win. Curits Lessel (CZ) bested Jeff Jennings (CZ) for second by viture of the best finish in the final moto to break their tie on points. •

Invaders H & H is Kevin's fourth D-37 win

By Jim Stewart

RED MTN., CAL., MAR. 9
If Kevin Hasten finishes, it is almost a sure bet that he will be the first one to the checkered. Since the first race of the '75 season, Kevin and his CZ have finished three district races and won all three. This week's Invaders Hare and Hound makes it four.

After an hour delay in the start, as the ambulance had to rush a pit racer to the hospital, the Amateur/Experts flew past the bomb. The bomb run was super fast and since it rained the two days before, the dust was limited, and the traction was great. Running parallel past the bomb were Ron Wright and Kevin Hasten, with Benny Padilla, Smokebomb, Conroy and Bill Becker in hot pursuit.

Trying to catch the dust of Hasten's CZ through the pits was the fastest four stroke rider in the desert, Dwayne Carter on his 350 Honda, with DRA hot shoe Conroy in third. Benny Padilla and Larry Roeseler were about dead even

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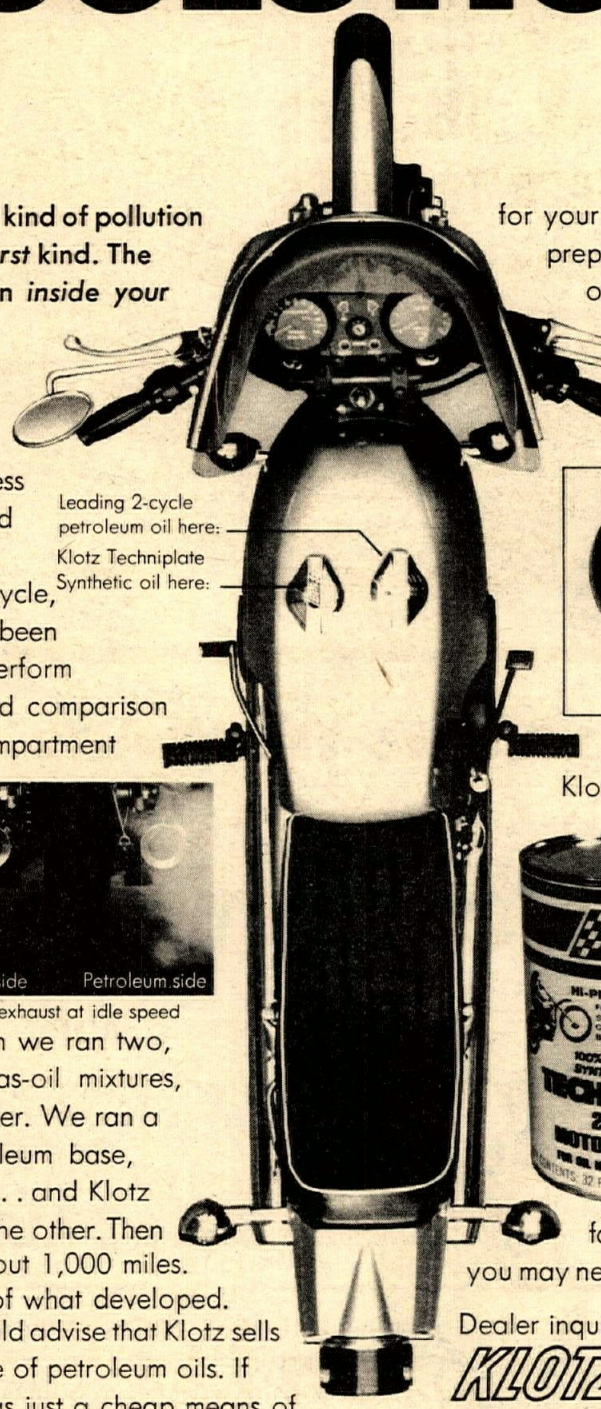

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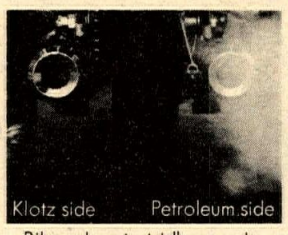

Bike exhaust at idle speed

For this demonstration we ran two, different, 20:1 ratio, gas-oil mixtures, one through each cylinder. We ran a leading brand of petroleum base, 2-cycle oil in one side . . . and Klotz Techniplate synthetic in the other. Then we just rode . . . for about 1,000 miles. The photos give a hint of what developed.

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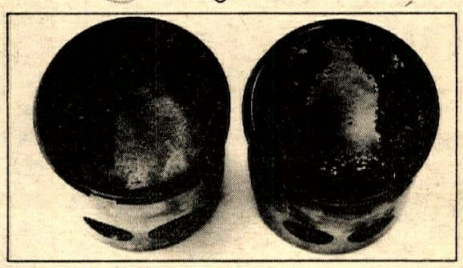
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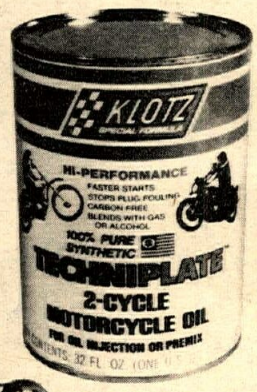

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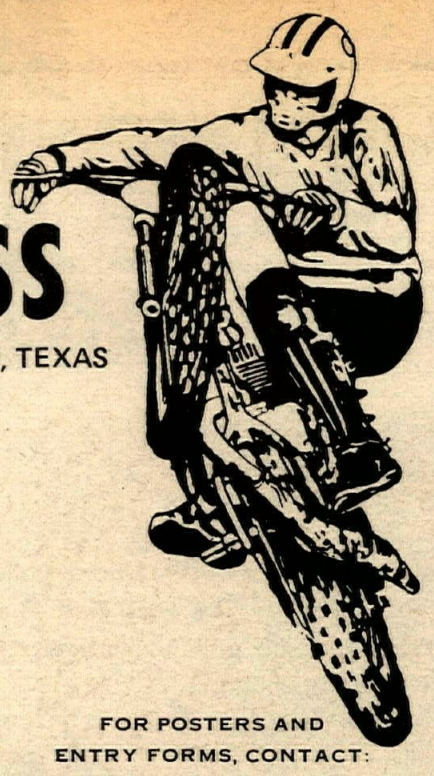

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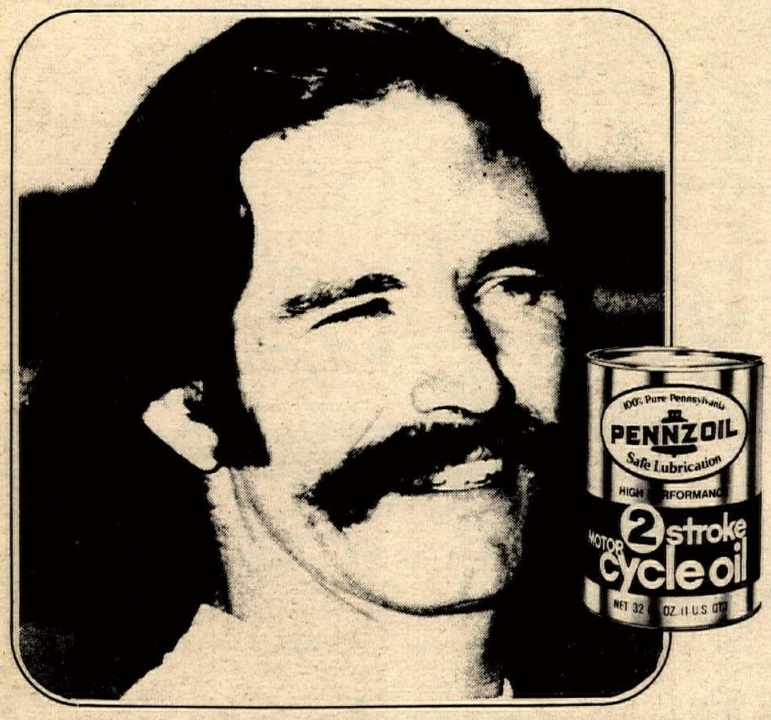

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Local hotli

through the pits for the 250 class lead, while Frankie Keepers Jr. and Jeff Kaplan were doing the same in the 175 Expert class.

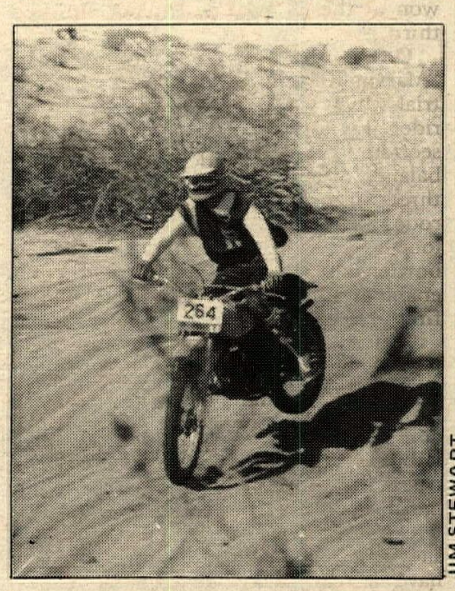
By the finish, Kevin Hasten had stretched his lead. Dwayne Carter, did not make it, and consistent finisher Terry Davis took advantage of this to grab second Open Expert. Following Davis was his constant companion during most desert races, and again right on his rear fender, Jim Sumners, who like Davis is a Checker and riding a Mono. Tim Bowman gave up his small bore DKW for a Mono, and picked up fourth Open Expert in his first finish in that class.

Padilla never reached the finish, so Larry Roeseler gave Harley-Davidson it s first 250 class win. While Roeseler was taking first 250 Expert, Bruce Ogilvie was doing the same in the 250 Amateur class aboard another Harley.

Randy Fleming picked up one of his best finishes this week at second 250 Expert, ahead of Chris Austin aboard what else but another Mono. Tom Schell doesn't need one of those trick Monos to finish well, as he does pretty well on his old 250 Suzuki, finishing fourth 250 Expert.

Mike Arbogast has been finishing in the top five Amateurs for the past few months, this weekend being no exception with a second 250 Amateur. Mike Eckhart doing as so many fast small bore riders have been doing lately, changed from his 175 Bul to a 350 and went back to race with the Amateurs, with a first Open Amateur this weekend.

Frankie Keepers Jr. and Jeff Kaplan have been riding together for a long time now, and neither one felt too bad



JIM STEWART

Kevin Hasten's winning form.

getting beaten by the other one for the 175 class win. Dean Modessett spread his Penton over half the desert on the way to the bomb, so taking advantage of this, Kaplan passed Keepers for the lead on the second loop for the class win.

Red Sanders and his relatively antique Husky led the Novices for most of the race, while Mark Granger tried to catch him with his brake rod flopping in the wind. But fate was on the side of Sanders who finished with a huge lead.

Darin Cartwright and Joe Lockhart have been locking handlebars in some heavy battles lately, for the Trail Novice win. Cartwright had the slight lead thru the pits. Cartwright has been the first Trail Novice before, with Joe only getting seconds, and Joe (just 13 years old) was out for the class win. Joe got a faster pit and was out on the second loop before Darin and flying on his Penton to stay ahead of his rival.

Sports Illustrated was attending the Invaders race to get some information for an up-coming article in their magazine on desert racing. It looks like those of us that wrote them letters about their article on Barstow-to-Vegas, did not do it in vain. •

Results in Results Section.

ATA Trials: Martin Belair takes Reche, Don Sweet visits

By Dick Vasquez

RECHE CANYON, CAL., MAR. 2

Don Sweet (National No. Three) from New England was a surprise entry at the fifth ATA trial of the year and immediately became a pre-trial favorite since Bernie Schreiber, Marland Whaley, and Mike Griffitts were competing in Spain. However, the winner was Martin Belair (Mon) who rose to the occasion with consistently fine rides all day to beat Mark Eggar (Hon) and Don Sweet (Yam) who finished third. Belair was the fourth different rider to win an ATA event – five have been held this year.

Martin felt section four was the most difficult but section five had to be a close second. This trap had uphills, downhills, three tight turns and an exit that required the exact combination of throttle and body English or else it was "paddle-time" or a *"Big Five"*. Jack Armstrong looked this section over very carefully, left for about 10 minutes, then returned and became the first Expert to clean this section with a super-fine ride.

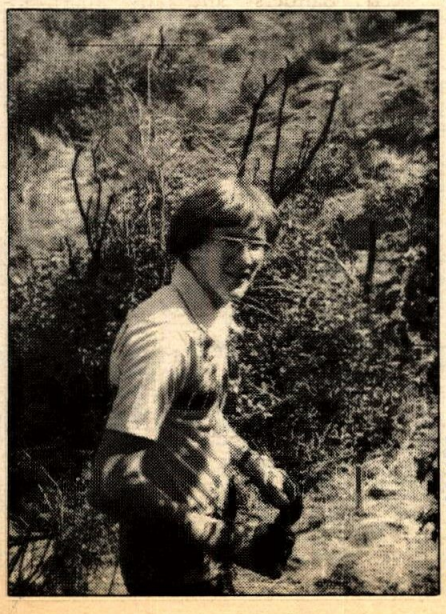
The Amateur class was somewhat easier (for some) as the scores were more reasonable. Dean Pagel (Mon) took first by a comfortable eight point margin over Rick Hansen (Bul). Reggie Dawes, riding the Bultaco his mother won at the El Trial de Espana, finished third.

O.C.T., the host club, employed the "Marvin Russell Shotgun Start" for this trial which worked as follows: (1) Every rider was assigned to start at a specific section (2) The rider finished the balance of loop one, rode loops two and three in order (3) Subject rider than rode the sections that were missed in loop one. This method eliminated bottlenecks (there were 134 riders) and enabled all the checkers to start and finish at the same time.

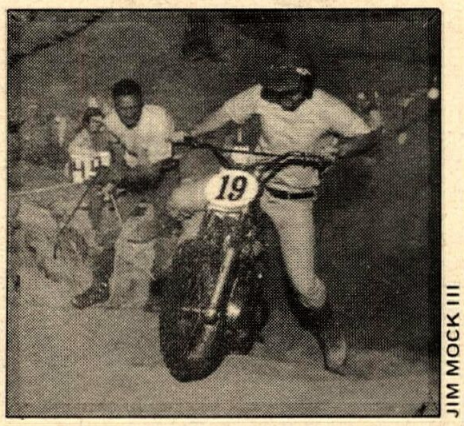
I awaited the "Shotgun" start at Novice Section One (Downhill Racer) where approximately 15 Novices were gathered for the start. The entry consisted of a steep 50 foot downhill with a runout for "emergencies." A few riders used a little too much front brake and flipped over the handlebars. Sherry Gregoire rode down fast, fast, fast but she wasn't showing off, she just didn't have a rear brake. Regardless, Sherry had a fine ride beating 70 other Novices to finish eighth. The winner of the large Novice class was Gary Godwin (Suz) who dropped a mere seven points followed by G. Armstrong (Bul) and Scott Parker (Mon) who finished third.

The next trials, the St. Patrick Two Day Trial at Texas Canyon (near Saugus) on March 15-16, should be one of the year's best. Riders expected include Bultaco's Lane Leavitt (U.S. Trials Champion); Yamaha's top gun, Don Sweet (National No. Three) from New England; Honda's Trials Team including Joe Guglielmelli (National No. Six) from Washington; and all of the top ATA Experts which include nine of the top 20 trials riders in America. •

Bit dry, hereabouts, eh, Don?



DICK VASQUEZ



JIM MOCK III

Ron Powell, "THE HOOKMAN," waiting to assist John Bjorkman and his Triumph.

Climbers battle the Horn

By Ann Powell

ORANGE, CAL., FEB. 23

In the first run of competition there were only six "overs," and these were scored by five riders. The first bike over was a highly modified 400cc Suzuki ridden by Wes Evans. Evans also made an over on the same bike when he jumped class to the 450cc modified. The smallest bike over was a 360 modified Yamaha with Craig Mock. The only other riders to top the hill in this run were in the Open class, Ed Shaver, Tom La Rue and Neal Mackel, all Triumph mounted, managed to make it over.

Without a doubt, the most exciting moment came when La Rue made his run. His front wheel crested the 'Horn, but the engine hung up on the lip. For the next 90 seconds, he rocked the bike, slamming it into the crest, working to plow over the rim of the hill. At last, with the dirt flying behind, the bike eased over the top.

Later in the day, from the first move up point, Neal Mackel found himself in the same position. The front wheel was over the top, but the bike was balanced on the engine case. But, all the pushing, the screaming and the power of that mighty Triumph just couldn't hack it this time. At last the engine died and Mac fell off. He scored an amazing 503 feet on a hill that topped out at 500 feet. Enough for a second place, but not an over.

After the first round of competition there were only 16 bikes to qualify for the move up. The starting block was moved up to about the 230 foot mark on the hill.

The smallest bike to qualify for the move up was a modified 250cc Yamaha ridden by Gary Peterson. But, Peterson had had some trouble on one of his earlier runs and had to scratch from competition. That left Bill Estes, on a modified 360 Husky and Craig Mock on his 360 Yamaha as the smallest bikes in competition. Mock managed to make it over the top again, taking first place in his class and remaining in competition for the top eliminator spot.

The starting log was moved again. This time to the 385 foot marker, just below the sandstone face. Many riders had not even gone this high from the first start.

Craig Mock was the first man on the line. He carried one miss from the earlier start, so had only one chance to set his mark. He got up to the 452 foot marker. Wes Evans was next, but his best mark was 454 feet and earned him first place in the class, but not the top spot. That was reserved for Ed Shaver (Tri).

Shaver had been having trouble and called for a two minute mechanical hold. Since he didn't have any misses (he was allowed two) he gave up one chance to ride in order to gain another two minutes time to work on the bike. Just before time ran out, Shaver had to switch bikes. He borrowed a 1750 Triumph from Tom La Rue, and headed for the starting log.

Shaver roared off the log, fought for control and balance, and managed to work his way over the top of the hill for a well deserved win. •

Results in Results Section.

NATE JACKSON

Billy Graham of Pacific Grove No. 20B took two thirds in the 250 Expert TT and half-mile action.

Tri Sports try for TT record at 395

By Phil Carpenter

ADELANTO, CAL., MAR. 2

The Three-Wheel cyclists were turning 57 second times on the seven-eighth mile TT course at 395 Cycle Park. Louis Lesnikowski joined the chain link for lunch bunch when he slid off the groove and plowed into the chain link fence. This was 200 feet further south than where the 40 inch Triumph reshaped it two races ago! BSA mounted John Jarrett came within six inches of joining that elite and acrobatic group in the 500 Amateur TT although he really did do some spectacular endo stunts through the tires.

Carrol Heighland, HRA Superstar in 1969 and '70 came out of retirement to show how easy it is for a champ to take a set of double trophies in 250 TT and half-mile action.

Riverside Pro Bob Farmer drove his special built, fuel burning Kawasaki around the half-mile oval just two seconds short of the track record of 28 seconds in the Open Expert half-mile main.

The Salinas Wrecking Crew brought their own 125 Novice class with Mike Neilson driving hard against Ray Lovell for two second place trophies and brother Ron copping third place honors on the smooth half-mile.

The Traveling Hotshoes from Pacific Grove are batting 100 in attendance records and taking brass from the regulars. Suzuki mounted Billy Graham doubled his pleasure and his wins for third in both TT and half-mile action. Reno's H. L. Custer gave up his stand for third and advanced to second in 500 Novice competition with a flashing show of style and 'horses? •

Results in Results Section.

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The Cooper 250 in the real world of rough track competition.

Update: Bringing the Cooper 250MX into 1975

By John Huetter

Considering the stability of the peso in the world money market and the discovery of oil on the coast of Campeche, someday all

motorcycles will be built in Mexico. The Cooper 250 MX, the result of an amalgam of German, American and Mexican design requirements, already is. Just recently, a major retrofit effort has been mounted to bring this North American motocrosser up to the competition technology standards of 1975. The effort still isn't complete and this is not so much test as progress report on the state of one of the last affordable dirt racers with good handling.

The basics haven't really changed, which is both bad news and good news. The Moto Islo engine is heavy, but produces plenty of competition-level horsepower, some of which is choked off by a mediocre expansion chamber design that doesn't silence too well, either. The motor will still pull with other 250s in its racing class at peak power but could be a whole lot better, and quieter, with a different pipe. It wants to be revved to work effectively and tends to make its power like a good 125. It just makes a lot more power. Few people ever complain about a 250 Cooper being too slow.

The frame is a virtual copy of a Maico frame of 1972-73 vintage. As such, it slides outrageously well (which accounts for some of its oval track success with the appropriate tires) and, in general, corners quite adequately. One improvement over its heredity is that the Cooper frame doesn't seem to crack like 1972 Maico frames had a tendency to do. The chassis is strong and flex-free.

There are two substantial improvements in the current Coopers which, while not making it a new model, make the existing package a whole bunch easier to race. The footpegs have been lowered which results in a much better body relationship to the bike and gets the rider's knees down below the gas tank. Also, the brakes now work. New brake shoes are the main reason and little or no fade could be detected in the throttle on-brakes on-throttle on routine of motocross cornering. They are finally up to the job.

The knobbies are of a new (for Cooper) tread design from Bridgestone which replace the previous chevron pattern and will do the job very nicely till they require normal replacement with rubber of your choice. That might be another Bridgestone, especially on the rear. They're really not too bad.

The fenders, such as they are, have not been changed. Both fiberglass units are too short, allowing a stripe of muddy spray up both your back and front, and they crack too easily. Also, the rear fender interferes with rear wheel travel in the new LTR suspension configuration now available which is really what this report is all about. Both could, and should, be replaced with plastic mudguards. The cost is about $11.

PHOTOS BY JOHN HUETTER

Our rider (top) approaches the updated Cooper with some caution. Bolt-up shock mod works better than it looks. Same goes for the re-patterned Bridgestone (above).

The previous suspension consisted of seven inch travel Betors made under license in Mexico and similarly-produced Boge dampers (black-bodied type) with 2.5" effective piston travel and 60-90 lb./in. progressive springs. Cooper has just introduced some bolt-on shock mounting brackets that move the lower shock position about four inches forward on the swingarm and allow nearly five inches of rear wheel travel, with the noted result that the rear wheel graunches the fiberglass fender.

After a couple of days of riding, we came to the following set of conclusions about the bolt-on LTR suspension mod. One, the idea actually works. Two, the increased rear wheel travel with resultant weight and force transfers were too much for the stock fork springs. They soon give up and sag leaving about 5.5" of uncertain-feeling mushy fork travel. This effect will be noted in just about every LTR modification. Three, the 60-90 progressive springs on the Boges weren't the hot set-up after nearly doubling the rear axle travel.

Solutions were incredibly simple considering the positive results. Basically, the bolt-on brackets do the job and the Cooper swingarm proved rigid enough and strong enough not to bend or deflect under pounding. New S&W fork springs of a sturdier wind were crammed into the fork tubes and brought back nearly seven inches of honest, firm fork travel while taking

away the mushiness. S&W dampers with 90 lb./in. straight wind springs of the same make made all the difference. The S&W damper design also allows another half-inch or more of piston travel meaning the shock doesn't have to work as much for the same amount of rear axle travel and, therefore, will last longer while damping better. The ride was firmer but much more positive. Ninety, 100, or 110 lb./in. springs are provided by Cooper as part of the bolt-on shock bracket kit.

Firming up both ends of the Cooper with heavier springs and mid-range damping S&W shocks (There are three S&W categories from soft to firm.) significantly improved rough track control and allowed the rider to cover the same terrain more quickly and safely, which is what it's all about in the first place. Ironically, the bike feels twitchy on rough straights yet goes through corners well, exhibiting much quicker and more precise steering than might normally be associated with a Maico-derived chassis. Stability in a cornering mode, either sliding or squaring off, is hard to fault. The G-forces involved balance well with the stiffer, longer travel suspension.

The best part of bringing the Cooper 250 into the world of 1975 rough course racing is the price tag:

$1038—Cooper 250 MX list price
34—bolt-on mounting kit with correct rate springs for rear dampers
12—new fork springs
11—plastic fenders
$1095—very reasonable price for a competitive 250 class dirt racer

Even if you allow $50 for different dampers, as we used, which may not be necessary 'til the old-style Boges wear out, the racing package is not all that pricey. Particularly if you've seen what the rest of the scooters are bringing this year.

As final *caveats*, you should know that while the shifting is positive; precise with good progession on gear ratios, the clutch heats up and drags after prolonged usage even if not severely used during that time. That's a feature they didn't need to adapt from the Maico. And the Cooper is fairly heavy with most of this weight attributable to the big, black Islo engine. Power to weight ratio is, numerically, favorable even if the machine is at the high end of the poundage scale among current 250s: about 240 or so.

Purists may insist, with obvious justification, that it's not quite the same as the new, redesigned 250s with factory-integral LTR suspension. However, 90% of all riders won't be able to tell $500 worth of difference in performance. The biggest complaint about the Cooper 250: cosmetic finishing as it relates to function. Its biggest asset: acceptable competition handling and a good power package at an increasingly bargain price. Essentially stock, with the add-ons noted, it's good enough to race 250 Junior. Stock, hardly anything's good enough to race 250 Expert. ●

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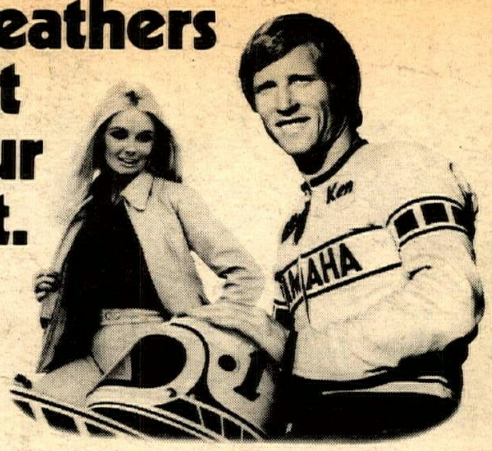

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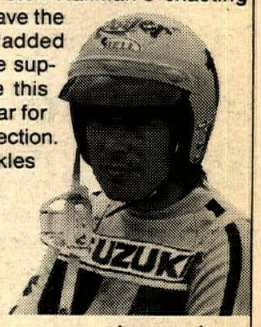

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U.S. 66, World 39

It's a different sport on U.S. "home court"

By Dennis Greene

COSTA MESA, CAL., MAR. 7

Our U.S. Speedway team more than vindicated itself last Friday night at Orange County Fairgrounds in the second of three race meets that are being promoted as the U.S. versus the World.

The first race meet was February at the Houston Astrodome after the AMA Nationals. The World team took the U.S. team apart, 64 to 44, a 20-point spread.

. . . and what would we do without the Huffman Hop?

Race number two at the Orange County Fairgrounds was a complete turnaround. The U.S. team, captained By Sonny Nutter, won 13 of the 18 events, tied one and lost four, turning in a total score of 66 points to the World's 39, a 27 point difference, putting the overall advantage of seven points with the Americans for the third and final even to be held this Thursday night at Irwindale Raceway.

1973 U.S. National Speedway Champ Mike Bast topped the American team in points with a total of 14, high man for the night. Ivan Mauger, at 13 points, was second overall and top scorer for the World team.

New Zealand's Mauger, four-time World Speedway Champ, had his work cut out for him early in the night when John Davis of England was injured in his second race and unable to ride any more for the night.

John was the reserve rider called on after Egon Muller of Germany was hurt in practice. With two riders out, Ivan rode four more events without a teammate against two riders of the U.S. team. Of the four solo events he won two, came in second in one and third in the other.

Rick Woods, the only three-time U.S. National Speedway Champ, racked up a score of 12 points, second highest for the U.S. team and third for the night. Woods got off to a poor start in his first race, falling in turn one. He got back into the race and was closing rapidly at the checkered flag, but scored no points for that event. Woods more than made up for his error by winning his next four events, taking more firsts than anyone for the night.

Steve Bast, the 1974 U.S. National Champ added 11 points to the U.S. victory, Jeff Sexton, the man who finished second in the Nationals to Steve, added another 11 points to the score, tieing Steve for the fourth spot overall.

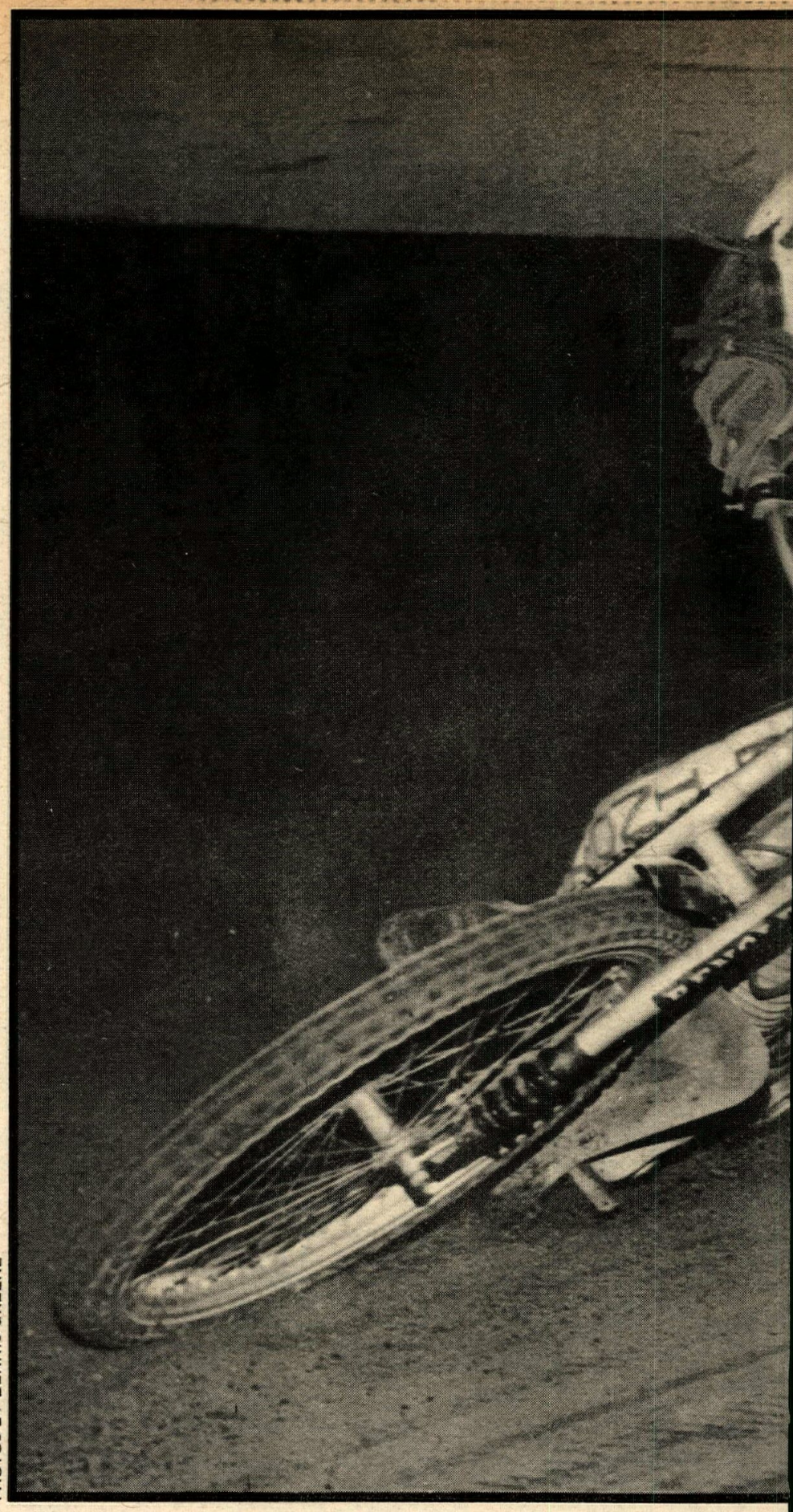
Fifth overall went to Barry Briggs of New Zealand and Ole Olsen of Denmark, both with nine points. Briggs, four-time World Champ, had engine trouble in two events, scoring no points.

Ole Olsen of Denmark won two of his six rides, scoring one point in three others, adding nine points for the World team.

To round out the 66 points for the U.S. team, Sonny Nutter added eight, Bill Cody six and Scott Sivadge three. For the World John Louis and Chris Pusey of England added four points each.

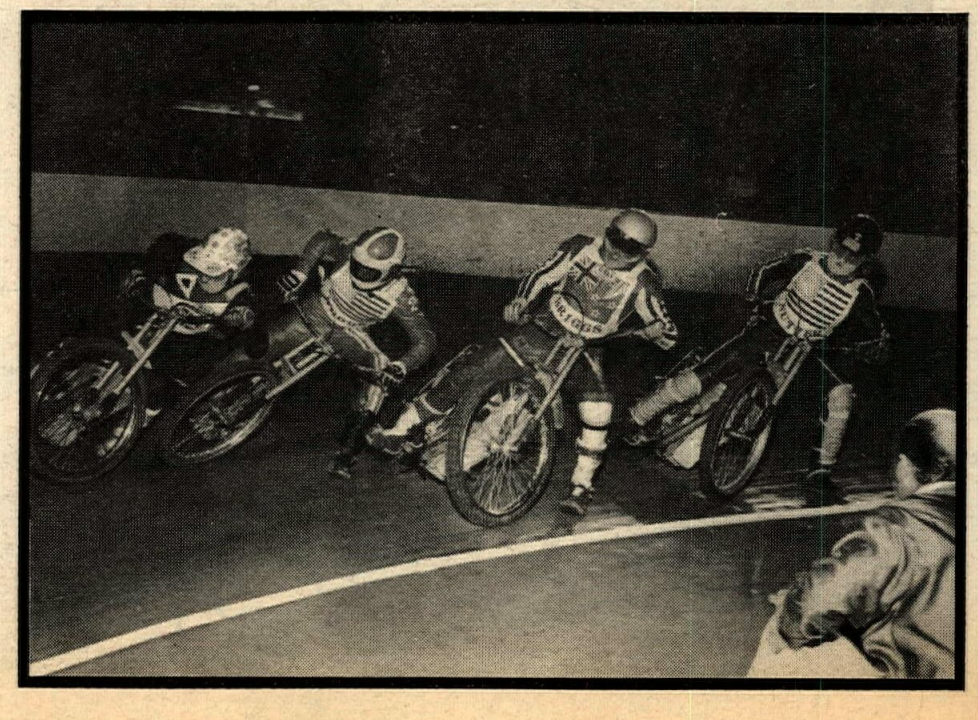
The capacity crowd saw the best in the world of Speedway. Whether they spoke German, Danish, English, or Swedish, they are all the tops in the sport, and, without a doubt, the 10 thousand race fans who packed the grandstands, braving rain showers, are, in the eyes of the competitors, the greatest fans in the world. ●

Results in Results Section.



PHOTOS BY DENNIS GREENE

Here's how it works in team play. Briggs has the lead and will keep it. Nutter gives chase, and Woods works to cut Britisher Chris Pusey to the outside.



Wednesday's practice in a downpour was spectacular, to say the least.

Briggo and American rival blur by in this available light shot.

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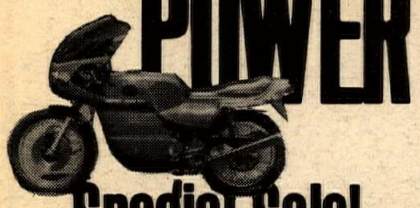

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PHOTOS BY KINSELLA AND DOODY

Cycle News North

Sawmill Enduro: Napoleon's retreat from Moscow was something like this

By Kinsella and Doody

UPPER LAKE, CAL., FEB. 23

The '75 Sawmill Enduro could be either the worst or the best enduro run thus far in District 36 this spring — it was certainly the roughest. The 90 mile course consisted of two types of trail — snow covered and bottle-necked. The hundred or so riders who completed the run were extremely satisfied but the other five or six hundred who straggled in by way of the hard-top road from the gas point or points beyond seemed so washed out that the only comment they could offer was "unbelievable," "torture" and "just too much, impossible to keep speeds." Evening came on with the sweepers gathering up the last exhausted remnants.

This is how it was: You came up the sunny, south side of a ridge, passed the five mile speedometer check, climbed to the crest and came upon a steep, sweeping downhill which was covered with a foot of snow. You begin to descend and then suddenly the front wheel slides out and you are on your back, the bike is on top of you and you are both hurtling downhill with such gusto that when you come to a stop halfway down it takes a while to realize that this snow just don't jive with a 20 mph average. Twenty minutes later you've managed to remount the bike and point it downhill. All around you other riders are floundering about in the snow like a covev of drunk penguins.

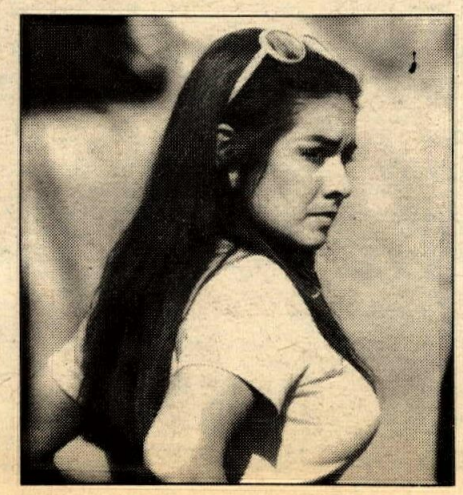
The first thing you learn is to stay in the narrow rut provided by the A and B riders who carved it out hours before. You get to the bottom and cross a stream. Now you've got snow up your sleeves and down your trousers and icy water sloshing around your socks. You are now all broken in and psychologically prepared for the course. Almost, that is. You haven't seen the bottlenecks yet.

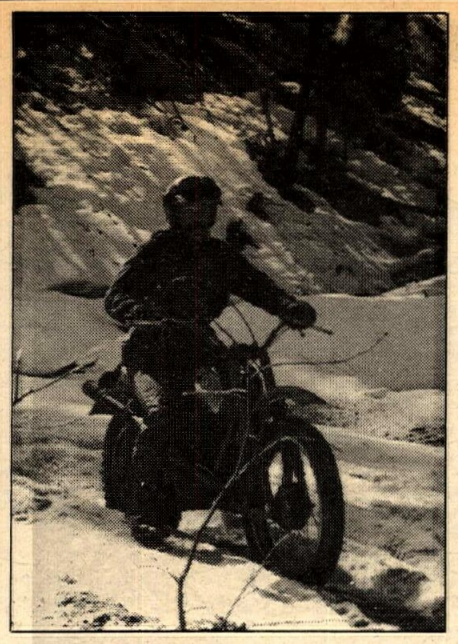
The first one you come to is a narrow, muddy, rutted trail up through the woods and it is closed to oncoming traffic by an avalanche of fallen riders. In a half hour you are at the top but so tired from pushing the bike over slick places that you hardly have the strength to ride that rut through the snow. The easiest thing to do is to take your feet off the pegs, put them out to each side and use them like sleds to keep your balance. You follow the riders in front of you as if you were a boxcar in a line of boxcars.

Somehow you fantasize about crossing Siberia in winter or wonder if they'll ever hold an enduro along the length of the Alaskan pipeline someday.

Getting back to nature — certain parts of a Husqvarna are edible . . .

Oh, take me away from all this.





A photographer out here? You've got to be kidding!

Every fire road is under a couple of feet of snow; every steep, long hill is torturous, spirit crushing and time consuming. You pass more and more riders who have just quit, who sit in the snow or in the mud and who look up and shake their heads in disgust as you struggle past in second gear. Some are digging in the snow and then gulping down handfuls of it to cool raw throats and dry mouths.

The whole course has an aura of defeat and frustration at every turn, at every bottleneck, at every place where a few forlorn riders are gathered. You hit the first check point. You are an hour late. Your buddy – an A rider – is there. He has been lost and now is going back by the pavement. He wishes you good luck with a malicious grin as you move out again.

Finally you reach the gas point 40 miles out and four hours later. Some riders head down to the pavement, some follow the arrows. You follow them and things get worse. The arrows are screwed up and you get off the course. Eventually you find it again and hit the third check where a man tells you that you are over two hours late and why not just take the pavement. But you follow the few who elect to give it a try and you go on because the snow is not so bad now and maybe the rest of the course will be a road run. But it's not and now the trail cuts through thickets of pucker brush and you know there is a bad bottleneck ahead because a lot of riders are coming back down the course.

At the bottleneck the riders are helping each other. Five or six men to a bike and "all together now," push and everyone telling the other guy that it's got to get better but it never will because at 52 miles a North Bay M/C sweeper is directing everyone to the paved road, that symbol of defeat. You hate to take it back but you know that at last it's over and you are glad you got this far. The little group of strangers you've been struggling along with smile at each other. The guy on the Suzuki who pushed you over the top of the last bad one nods in the direction of the arrows and asks: "What's it like?"

"It's super trail, we hacked it out with axes," says the sweeper.

"Let us go on," says the guy on the Penton who rode other men's bikes up the last bottleneck when they were too washed out to go on.

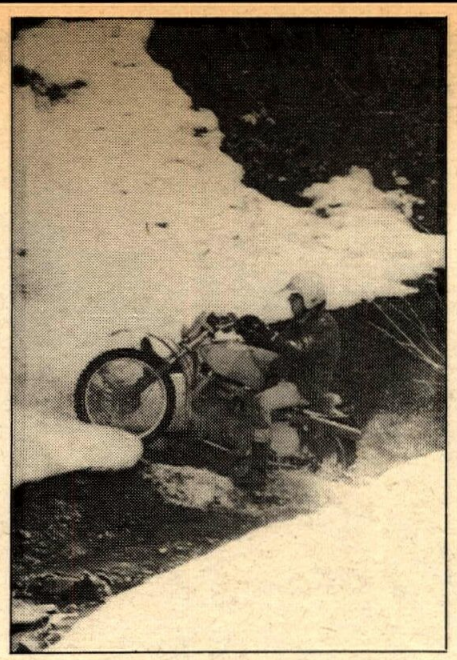
"There's 40 miles of bad ass trail. We'll be up all night sweeping. Come on, take the road. Be sensible," says the sweeper.

"Come on. Let us try, man," says the guy with the 125 Hodaka.

"No way. Come on, give me your numbers and take the road," says the sweeper. "And look, it was a tough enduro. Even Ben Bowers was 30 minutes late at the first check."

"No kidding? Hey, I guess we better take the road back. Makes sense, huh," said everyone at once. And with that after 52 miles in six hours they headed for the pavement. •

Results pending.



Walking it up out of a stream bed.

Starbuck Motocross

By Bob McKeen

STARBUCK, WASH., FEB. 23

One hundred fifty one riders and over one thousand spectators turned out for a beautiful spring-like Sunday of motocross. Many of the riders have been forced to park their scooters for the past couple of months due to snowfall (which continues to cover Spokane and neighboring communities).

This first race of the Jaycees Ambulance Benefit Drive was a great success. New sportsman classes for street legal bikes, aimed at getting the local riders into the action, shows promise of more participation at the next race on March 9. •

Results in Results Section.

Central California Speedway School

By Gene Miller

CHOWCHILLA, CAL., FEB. 23

Over 30 riders from all over the state converged on the one-fifth mile oval for a full day of practice and training, as Speedway Central held its second speedway school and practice session at the Chowchilla Fairgrounds.

Things ran right on schedule, with experienced riders on their own machines alternating in a heat type format with green riders on machines furnished by Speedway Central. The unique session gave riders a chance to practice under conditions they will encounter on the track.

The first riders rolled out at about 10 a.m. and there were steady riding until 4:30 p.m. Lots of 'endos', 'sideos' and wheelies spiced the day's activities but other than some injured egos and motorcycles there was no serious damage done. The new rider group was enthusiastic and put forth a real effort.

Honorary awards went to the following people: Best pusher—Dan Toomey's sister. Most rides—Bob Bondurant. Most Patience—Adolph Sousa. Furthest Distance—Matt Jackson—Red Bluff. Most Promising Rider—Jack Martin—Hanford.

Speedway Cental is organized for the purpose of supporting and promoting the serious training of lower division riders with the goals being a better prepared new rider crop and an exclusive division two and three race program. There will be more of these sessions coming up in Central California and any one interested in getting information should write: Speedway Central, P.O. Drawer "J", Bass Lake, California 93604. •

Sam Lyman

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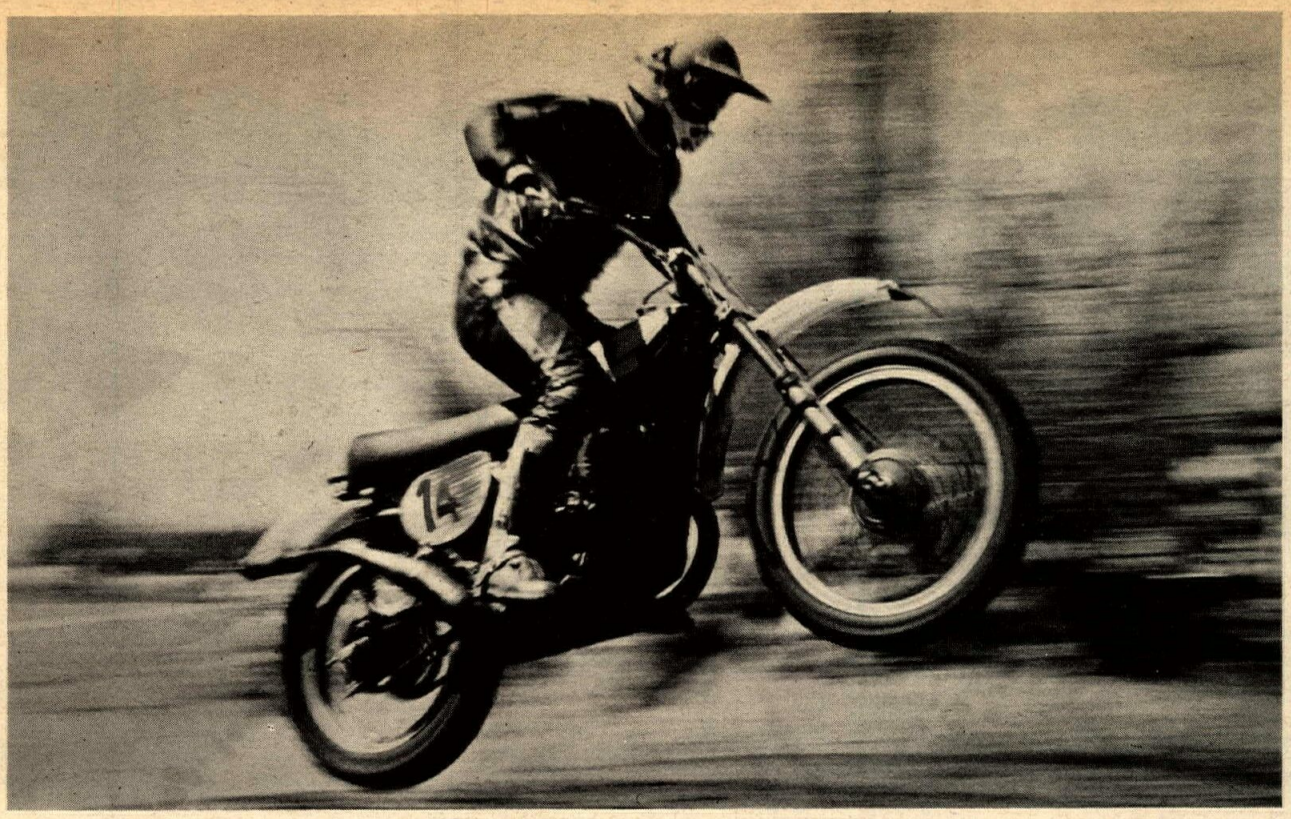

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Dirt Bike Magazine

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*As of January 1975

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Miles and miles of banners mark flat, twisty

Good Saturday racing in Redding

By Gary Kirkpatrick

REDDING, CAL., FEB. 22

The sun was shining and the banners were flapping in the cool breeze in Redding Saturday as the first race of the regional rough scrambles championship got underway. The rough scrambles course was in excellent condition with grass for traction and a big mudhole to cross.

The riders raced two heats Saturday and got scored (as in motocross) for the overall with the second heat breaking ties. K&G Enterprises has announced that all riders will be riding three heats per day, time permitting.

The series will run five straight Saturdays from February 22nd to March 22nd. High point trophies will be awarded to the top point runners in (Mini-100), (125), (250), (Open) classes. The point system is based on the Grand Prix motocross system.

Bobby Collins, Maurice Merrill, Bob Fisher and Randy Toreson all did a number on the Juniors to put themselves into Intermediate ranks next Saturday. Bob Hurst started the Experts off in the first heat on his 250 Honda, but with Jeff Geist and Eric McKenna charging hard on their 125s it wasn't long until Jeff and Eric were out front. Five laps went by until they had a little tangle and Jeff went down. Jeff got up and started putting traction to the ground, but couldn't make up enough time. The second heat saw Bob Hurst grabbing a lead with Jeff and Eric zipping by again and Eric taking the top spot. Jeff stalled his bike twice in a tight turn and Eric had the day sewed up until, with two laps to go, his engine soured. Bob Hurst went on to win with Dennis Frisbie taking first 125 and the overall with a third in first heat. •

Results in Results Section.

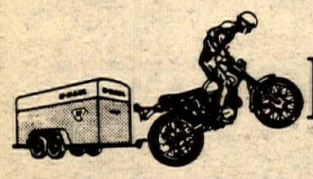
No snow: Has Spring sprung?

By Jan Newman

BEND, ORE., FEB. 23

After a long wet spell weatherwise and a long dry spell riderwise, both good weather and riders showed up today. Even the little dust by the end of the day was a welcome sight.

Mickey Schy (Hon) rode catch up in the second moto — from last to second to take the 125 Junior win. Tony Swinney (Yam) led wire to wire in the second race to finish second overall. The 100 Juniors riding with them were led by Mike Rankin (Hod) with three wins. He came from behind to win the first moto after killing his engine.



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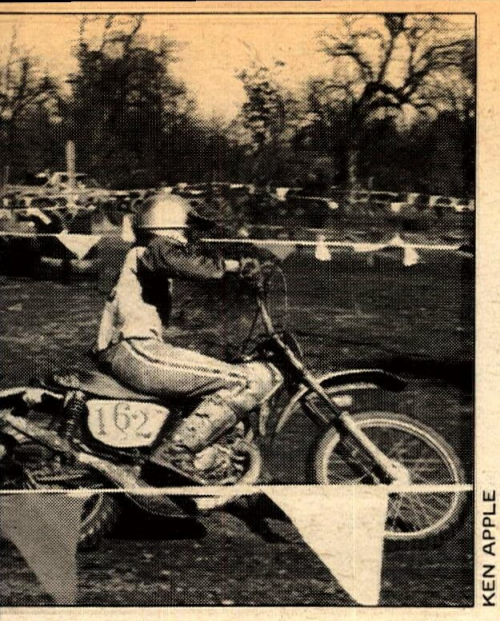

KEN APPLE

ugh scrambles near Redding.

Steve Borg (Suz) blew all the 125 Intermediate riders off the track. Jeff Talbot (Hon) ran second all the way and Mitch Kirkpatrick (C-A) blew his three thirds in the first race when he was pushing Talbot and crashed, dropping to fifth.

Carl Trosper (Yam) took three wins in the 250 Junior/Intermediate race with a spectacular third moto. He came from dead last to finish the final moto in front of everyone and he's a Junior rider.

Doug Aiken rode a Bul with an Astro barrel which left most of the Open Junior/Intermediate bunch in the dust. Ken Wheaton (Hus) tried to keep him honest but a late start in the second moto blew his chances.

There was a whole flock of Turkeys including an American Eagle ridden by Walt Hewitt. He was running fourth in the first race when he was shot down. Mike Husted (Mai) was the big winner and Jon Michaels (Bul) second. These guys really have some tricked out equipment: Lee McBeth nabbed third on a Honka – Hondaka – Hoda–? – a four-stroke Honda engine in a Hodaka frame!

All the Experts rode together behind a different winner in each race. Randy Limbeck demonstrated the POW in the 125 Powroll Honda by being in the front three all day and leading wire-to-wire in the final race. Rod Kentner (Yam) and Barney Newman (Hus) diced it out all day to see who could get the most out of 360cc – Japan or Sweden. They ran consistently within three seconds of each other with the lead changing on the slightest error. Newman broke the point tie in the third moto. ●

Results in Results Section.

Trio of 125 Intermediates go over the barrel at Deschutes. Mitch (922) Kirkpatrick crashed out of contention.

Here come the Turkeys! Gobble, gobble . . . Mike Husted (9x, Mai) is the trickest gobbler.

JAN NEWMAN

Cycle News Very North: 1974 Alaska MX season recap

By Chuck Johnson

The first round of the third annual Alaska Motorcycle Championship got off to a mellow start in Juneau with two days of motocross over Memorial Day weekend. The first in a series of four state wide events took place over a one mile, pasture-woods setting with plenty of elbow room and primo traction. Thanks to Tom Acord and the sponsoring Juneau Cycle Club, virtually all visiting contestants were put up in private homes for the duration of the event, adequate work space was provided for; given transportation was given to and from the track when necessary.

Action started promptly at 11 o'clock Saturday morning in what the locals called "heavy mist." The 125 Experts buzzed into the first turn led by Juneau rider Chester Good's rarified Elsinore. Good stretched his lead for the full 20 minutes in a display of banzai effort which had him lapping all but the third place man. Stuart Cummings slithered under the linen for second on a very nervous, borrowed-from-Chester Good Penton, followed closely by Canadian rider Clayton Chikletts on another CR.

The misty ozone crackled as 25 250 Experts waited for the start of their third moto, by far the best race of the day. Anchorage riders Kevin Goard (Mai) and Jerry Mucha (Bul) were tied for first; but it was Bruce Lockwood, after DNFing and a third spot, who gated first and led through the trees in a flash of all-or-nothing motocross.

Apparently no one had told Bruce his stone stock CZ was giving away too much performance to the long-travel opposition, as he virtually rode the handlebars for the full 20 minutes, pulling off incredible saves seemingly every minute of every lap. Mucha and Goard duked it out for second, with the nod going to Mucha for second and the overall.

With hardly five minutes rest, Lockwood gated Anchorage dealer Doug Gallant's immaculate 450 Maico into an immediate last Open moto lead in front of Seattleite Tom Thatcher's Pro-Fab framed 400 Husky. As they had done in previous motos, Bruce Lockwood and Tom Thatcher simply made spectators of the rest of the Open class, practically burying riders in 20 foot roostertails of grass and loam. Lockwood took the overall, with Thatcher a stylish but fading second, and Anchorage rider Jens Jensen a distant third.

Sunday started with a home cooked trackside breakfast for which club wives and mothers charged 10 cents while making sure nobody went away hungry.

Chester Good swept the 125 class giving him high points for both days; Clayton Chikletts took second overall on a Canadian CR, followed by Juneau rider Duane Feeny on yet another CR Honda.

Jerry Mucha, after missing breakfast and probably the previous night as well, could run no better than third 250 all day, claiming somebody had filled his Konis with tequilla. Kevin Goard moto'd to a silky smooth second, giving him second high points for both days, while Bruce Lockwood won the day and tied with Mucha for total 250 points.

Round two

The Fairbanks race during July Fourth week is, traditionally, the low point of the season, karma-wise. The Canadians usually stay well clear of this one. The first day's racing ended at one a.m.; the second day was cancelled at the proverbial last minute since the local promoter had other plans for the track. For the Juneau riders it meant an eight hundred mile trip for one night's racing. Expensive points, those.

Round four

Unfortunately, the third round, to be held in the border town of Haines, had to be canceled due to land closures; so everybody lay more or less doggo in their respective districts until Labor Day weekend for the final races of the series in Anchorage.

Saturday saw a virtual horde of motorcycle types descend on the super

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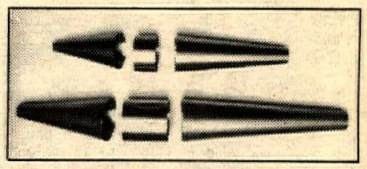
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rough mile-and-one-eighth track at Paradise Haven, just outside Anchorage proper. Soil type was the Alaskan version of loam — which yields good traction till it dries.

Chester Good took high points in the 125s, but not without some resistance from Anchorage riders Steve Hartman (Mnk), and Wayne Broste (Hon). Inimitable Canadian Clayton Chikletts got off hard in the second moto while trying to complete a ground-sky combination, and finished the day spectating next to a cooler.

Kevin Goard took a radial Maico bristling with trickery to a smooth overall in the 250s, followed in by Jerry Mucha on a Pursang, and Kim Jessup on another radial. Bruce Lockwood's CZ suffered terminal dust-foul, as did Dennis Hanrahan's CR Husqvarna, which was really too bad since both of these lads are older (wise?) riders, and a treat for the spectators.

Saturday night found most riders re-jetting, gearchanging, and re-shocking for Sunday's final motos to be held at the Ice Palace, which is among other things, the Anchorage club's home track. Another bright day greeted the survivors; and a surprising number of 250 Experts were on line for the first moto. Four riders virtually hole-shot as one, with Kevin Goard leading out of the first turn on his Maico closely followed by the blanket group of Dennis Hanrahan (Hus), Jerry Mucha (Bul), and Kim Jessup (Mai). Bruce Lockwood (CZ) patiently waited in cleaner air for burnout to set in. Goard rode progressively smoother and faster for the win and, finally, the day; while Lockwood, Mucha, and Jessup played a high speed game of switchy-switchy for second and third. Dennis Hanrahan, being somewhat of a motocross astronaut, survived something the rest of us didn't see, and kept his jet-like CR Husky back around fourth for the rest of the day. Lockwood ended up second for the day, and, Jerry Mucha, after breaking one set of Bilsteins, took third honors.

DOUG GALLANT

Anchorage 250 rider Jerry Mucha (known locally as "Madman Mucha") at the Juneau season opener.

After the dust had cleared, Chester Good was the high point 125 rider for the year; Kevin Goard took it for the 250 class; while Bruce Lockwood had high points in the Open. On the basis of total points earned, Bruce Lockwood was awarded Alaska State Champion for 1974.

In spite of hassles and inequities it was a fine season of racing, especially marked by the co-operation between the Juneau and Anchorage districts. Special thanks must go to Tom Acord of the Juneau Cycle Club, who always manages to find time inside a busy schedule to put some good racing together; and to the staff and management of The Motorcycle Shop, in Anchorage, for their help in compiling season points. ●

Heart Fund Indoor

By Lynne Diltz

GRANTS PASS, ORE., FEB. 23

This was the third race sponsored by the Southern Oregon Motorcycle Association for the benefit of a worthy organization. Today's proceeds, over one hundred dollars, went to the Oregon Heart Association.

Track conditions were perfect and the racing was relatively smooth with few accidents and no serious injuries, allowing volunteers from the Grants Pass Rural Fire Department to sit on the sidelines and enjoy themselves.

Those future professionals, well . . . . hopefuls, anyway, had a good day. The Mini class was fast and furious, with 14 boys scrambling for better positions.

There were 19 kids out in the 100 Kids class, which has limits of 100cc engines and riders under 16 years of age.

Fourteen 250s flat flew through their heats and mains. Jeff Cook, Caveman Country rider, dominated the day by winning and transferring from the C Main, winning and transferring from the B Main, and going on to win the number one trophy in the A Main. ●

D-35 scrambles rider Gary Clark

By Janilee Renaud

Gary races in the 125cc Expert class. He rides a Suzuki on which his parents sponsor him. (They own Clarks Suzuki in Visalia.)

Gary has 68 trophies that he has accumulated, mostly first and second place wins. Gary is number four in Blue Plate D-35 Bantam Weight Division. ●

RESULTS

Soboba Grand Prix
San Jacinto, Calif.
Feb. 16, 1975
By J. M. Eikenbery

100 NOV
Gary Salt Hon
Terry Carter Hon
Ted Albright Yam
125-175 NOV
Jeff Bowles KTM
Jim Jackson Hon
Tom Ruvolo Hon
250 NOV
Wayne Martin Hus
Mark Zoller Yam
Bradley McLeod Bul
360-400 NOV
Doug Larson Hus
Mike Harris CZ
Arlen Patterson Hus
500 NOV
Carl Brown Yam
Ken Carpenter Yam
Terry Warren Yam
125-175 AM
Dawn Grant Hus
Mike Lee Hon
George Oakes DKW
250 AM
Thomas LaMar Hus
Gary Mays Yam
George Erl Yam
360-400 AM
Bud Feldkamp Hus
Tom Martin Hus
William Roach Hus
500 AM
William McDonald Mai
Dale Teubner Hus
Ronald Hill Hus
125-175 EX
Albert Cancino Hon
Doug Meyer Puc
Rick Kehoe Mon
250 EX
John DeSoto Oss
Bob Balintine Hus
Steve Subith Hus
360-400 EX
Maolcolm Smith Hus
Jim Fishback Yam
A.C. Bakken Hus
450-500 EX
Jim Erickson Hus
Don Grigsby Yam
David Kruse CZ
OLD TIMERS
125-175
Fred Collins Yam
Joseph Turner Pen
250
Ken Stanton CZ
Robert Gabbert Kaw
Ronald Harris Hus
360-400
Nick McLeod Hus
Robert Sacombe Rok
William Trott Bul
450-500
Al Smith Yam
Jack Kelly Hus
Nick Nicholas Gre
POWDER PUFF
Dawn Grant (175) Hus
Cheri Stockton (250) Hus
Laura Maddock (175) Pen
Mickey Phillips (175) Hon

2nd Annual MCP Trials
Phoenix, Ariz.
Feb. 16, 1975

EXPERT
Gary La Plante Bul
Jeff Koskie Suz
Randy Clark Suz
Tim Le Blanc Suz
Tom Foy Mon
AM
Ted Le Blanc Suz
Dave Clark Yam
Mark Makarov Hon
Dave Warren Mon
Chuck Begelow Mon
Tommy Salvato Suz
Cal Miller Yam
Mike McMasters Hon
John Holbrook Yam
AM (NON-TROPHY)
John Ruggles Bul
NOV
Russell Gordon Hon
Mike Smith Yam
Dick Allen Yam
Mike Oldroyd Yam
Bob Fitzpatrick Suz
Ken Harl Hon
Brian McGrath Mon
Jeff Smith Hon
Mike Farrar Suz
Kevin McCarter DKW
Mike Messinger Hon
Gary Ulik Mon
SR
Al Clark Yam
John Foy Mon
Don Makarov Hon
John Lentini Bul
John Schantz Hon
BIKE A
Mark Makarov 44
Tim Le Blanc 51
WOMEN
Tina Moffitt Mon
Terri Le Blanc Mon
Jean Sleater Hon
Alana Rockwood Yam
JR
Garth Sleater Mon
Dave Lentini Hon
David Leffman Yam

CRC MX
Rawhide Park
Elsinore, Calif.
March 2, 1975
By "G.J."

MINI BEG
Ken Campbell Hon
Zack Fuller Hon
Kirk Sumida Hon
MINI NOV
Butch Roberts Yam
MINI INT
Keith Baker Hon
100 BEG
Cindi Watson Suz
Brian May Yam
125 BEG -16
Steve Hirose Hon
Eddie Nichols Suz
Les Toffel Hon
125 BEG
Rudy Chavez Hon
Ron Delles Hon
Richard Barron Hon
125 NOV -16
Danny Jean Hon
Brad Osborne Hon
Greg Dreskovick Hon
125 NOV
Gary Scheidler Yam
Clint Carman Hon
Doug Heil Hon
250 BEG
Marty Pasqualone Yam
Greg Cash Hus
Pat O'Neill Hon
250 NOV
Tom Watson Hus
Ron Tebbs Hon
Don Richardson Hon
OPEN BEG
John Peterson Kaw
Fred Granzella CZ
Richard Bolsten Bul
OPEN NOV
Kip Johnson CZ
Bo Herren Yam
David Stephens Bul
VET
Dave Turnquist CZ
Bob Pickett Yam
Chuck Ramsey CZ
125 INT
Steve Anderson Hon
Allen Williams Hon
Timothy Jones Hon
125 EX
Rob Zamora Hon
Shane McDonald Hon
Rusty Carter Suz
250 INT
Terry Smith Yam
Kelly Callaway Yam
Wayne Martin Hus
250 EX
Tony Rogers Mai
Kevin Calloway Yam
Ken Ehlers Hus
OPEN INT
Paul Sanders, Jr. Yam
David Planck Mai
OPEN EX
Andy Baines Mai
Lee Evans CZ
Pat Brown CZ

Fly-N-Raceway MX
Thermal, Calif.
Marc, 2, 1975
By Mickey McManus

MINI BEG
Mark Shacklett Hon
Mike Larsen Hon
MINI NOV
Ken McIntire Hon
100cc BEG
Joey McManus Suz
Dale Paul Suz
Mark Scroggins Kaw
100cc NOV
Joe Canela Suz
Johnny McManus Suz
125cc NOV
Darryl Rishrdson Suz
Terry Raymond Hon
125cc BEG
Roger Kovas Suz
John Gordova Hon
Rick Disheroon Hon
250cc BEG
Steve McCollough Yam
Ted Anthony Hon
250cc NOV
Bob Morton Yam
OPEN NOV
Danny Wilkinson Hon
250cc SR
Clay Setzer CZ

HRA Half-mile TT
Adelanto, Calif.
March 2, 1975
By Phil Carpenter

HALF-MILE
MINI NOV
Todd Brown Yam
Mike Paulson Yam
Chuck Bittle Yam
MINI EX/AM
David Jenkins Hon
Steve Davis Hon
100 NOV
Mike Bird Kaw
Troy Graham Suz
Cliff Whetstone Hon
125 NOV
Ray Lovell Hon
Mike Neilson Suz
Ron Neilson Yam
250 NOV
Rick Younger Hon
John DeBruyn Yam
Don Johnson Kaw
500 NOV
Alan Reed CZ
Henry Custer Hon
OPEN NOV
Ted Share Tri
Dave Rebholtz BSA
Vic Mandella BSA
125 AM/EX
Dylan Neihart Yam
Steve Davis Hon
250 EX/AM
Carroll Heiland Yam
Richard Lizardo Bul
Billy Graham Suz
500 OPEN AM
Steve Harvey Yam
Steve Miller Yam
Al Renz Yam
500 OPEN EX
Bob Farmer Kaw
Steve Grier Yam
TRI SPORT
Dick Martin —
Mike Newton —
TT
MINI NOV
Mike Paulson Yam
Chuck Bittle Yam
Gene Jenkins Hon
MINI AM
David Jenkins Hon
Steve Davis Hon
Randy Bennett Kaw
100 NOV
Steve Mott Yam
Cliff Whetstone Hon
Troy Graham Suz
125 NOV
Ray Lovell Hon
Mike Neilson Suz
Duane Howard, Jr. Kaw
250 NOV
Don Johnson Kaw
Rick Younger Hon
Rod Anderson Yam
500 NOV
Alen Reed CZ
Henry Custer Hon
OPEN NOV
Ted Share Tri
David Peters Tri
Dave Rebboltz BSA
125 EX
Steve Davis Yam
Dylan Neihart Yam
250 EX
Carrol Heighland Yam
Randy Bird Yam
Billy Graham Suz
OPEN AM/EX
Terry Wyrembeck Yam
Steve Harvey Yam
Steve Grier Yam
TRI SPORT
Dick Martin
Mike Newton
B.J. Ydiando and
Buzz Thompson
SWEEPSTAKES
Steve Mott —
Troy Graham Suz
Ron Neilson Yam

Lake Dolores MX
Yermo, Calif.
March 2, 1975

MINI
Mel Hooper Hon
Chris Newsome Yam
Scott Smith Hon
Joey Byers Hon
100 NOV
Steven Chavez Yam
Charles Canterbury Yam
Sam Goldsmith Yam
125 NOV
Tim Welker Hon
Richard Hernandez Suz
Mark Hooper Hon
250 NOV
Eddie Gonzales Suz
Robert Huffman Mai
Jeff Melvin Coo
250 EX
Scott Haislip Yam
Tim Welker Yam
Butch Tarvin Hon

Deschutes MX
Bend, Ore.
Feb. 23, 1975
By Jan Newman

100 JR
Mike Rankin Hod
Wayne Trosper Suz
125 JR
Mickey Schy Hon
Tony Swinney Yam
Bill Tolland Hon
125 INT
Steve Borg Suz
Jeff Talbot Hon
Mitch Kirkpatrick C-A
250 JR
Carl Trosper Yam
Dan Schaffer Yam
Bobby Greene Hon
250 INT
Jim Heath Kaw
Rick Herbst Hon
Mike Taylor Hus
OPEN JR
Jim Newman Mai
Wayne Huck CZ
Larry Ulrich Hus
OPEN INT
Doug Aiken Bul
Ken Wheaton Hus
TURKEY
Mike Husted Mai
Jon Michaels Bul
Lee McBeth Hon
MINI
J. D. Amen Hon
Randy Thomson Yam
125 EX
Randy Limbeck Hon
Robert Decker Hon
Brad Lecklider C-A
OPEN EX
Barney Newman Hus
Rod Kentner Yam
Jeff Morrow Bul

K&G Rough Scrambles
Redding, Calif.
Feb. 22, 1975
By Gary Kirkpatrick

50cc
Jim Bob Taylor Hon
80cc EX
Doug Geist Yam
80cc JR
Jimmy Souza Yam
100 JR
Tom Odekirk Suz
125 JR
Bobby Collins Hon
Jack Jackson Suz
125 EX
Dennis Frisbie Rup
Jeff Geist Suz
250 JR DIV 1
King Baker Hon
Craig Johnston Oss
250 JR DIV 2
Maurice Merrill Hon
Bob Fischer Mai
250 EX
Bob Hurst Hon
500 JR
Randy Toreson CZ
Dave Jarvis Mai
500 INT
Lon Manning CZ

Escape Country
Trabuco Canyon, Calif.
March 1, 1975

SUPER MINI 1st DAY
Jeff Olivet Hon
Brad Hale Yam
SUPER MINI BEG
Mark Schones Hon
Mike Reider Hon
SUPER MINI NOV
Bryn Jones Hon
Mike Brown Hon
SUPER MINI INT
Pete Rickertsen Hon
100 1st DAY
Mike Donovan Suz
100 BEG
Thomas J. Kukol Hod
100 INT
Ray O'Brien Hon
125 1st DAY
Scott Slayton Hon
Guy Nuranaka Suz
125 BEG
Jeff Bruynzeel Hon
Rocky Caswell Hon
John Layne —
125 NOV
Shawn Mahn Hon
Paul Ivie Yam
Steve Hughes Hon
125 INT
Duane Mapes Hon
250 1st DAY
Gary Kortz Mai
Jack Fedrich Hon
250 BEG
Jim Kunkie Hon
250 NOV
Joe Lorensen, Jr. Mai
Dann Vivier —
250 INT
Tom Cross Yam
Herbie Shelton Mai
OPEN BEG
Steve Perez —
OPEN NOV
Jeff Moore Suz
Rick Matthews Bul

Starbuck MX
Starbuck, Wash.
Feb. 23, 1975
By Bob McKeen

MINI
Troy Sawyerr Hon
Ken Peterson Hon
Tracy Haag Yam
100cc
Scott Hudson Hod
Mike Hammond Suz
Ray French Hod
125cc A
Larry Mather Hon
Larry Whitten Hon
Rich Nunamaker Hon
125cc B
Scott Hudson Hod
Rick McCary Yam
Mike Staples Suz
125 SPORTSMAN
Dale Johnson Hon
Greg Leid Hod
185cc
Jack Gillett Pen
Rod Burton Yam
Curt Yorgan Suz
250cc
Matt James Bul
Jack Gillett Mai
Rene Young Kaw
500cc
David Redwin CZ
Jon Teal Yam
Rick Stath Hus

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

"Some trophies left from Lost Coyotes race Nov. 24, 1974 will be available for the LAST time at Invaders race Mar. 9. If not picked up, they will be FORFEIT!" (10/2x)

Escape Country
Trabuco Canyon, Calif.
March 2, 1975

SUPER MINI 1st DAY
Steven Adamson Yam
Thomas Beaver Hon
SUPER MINI BEG
Craig Westergaard Yam
Terry Redman Hon
SUPER MINI NOV
Steve Redman Hon
John Ruby Hon
Dan Hesson Hon
SUPER MINI INT
Bryn Jones Hon
100 1st DAY
Kirk Fitzek Hod
100 BEG
Tim Muto Yam
Dave Hughes Hon
100 NOV
Ivan Leos Yam
100 INT
Tim Murphy Hon
100 EX
Chris Cayo Hon
175 CLASS
Bret Weyand Puc
125 1st DAY
Bart Hitt L&L
David Clement Yam
Alan Druckerman Hon
125 BEG
Brett Meyer Kaw
Marc Strother Hon
Ray Boozell Hod
125 NOV
Brian Ellis Hon
Chris Haines Hon
Ken Day Hon
125 INT
Greg Gargus Hon
125 EX
Rick Bean Hon
250 1st DAY
Lewis Williams Hus
Jerry Greeger Suz
250 BEG
Carl Olson Hus
Micheal Buwalda Mai
Greig Ellis Yam
250 NOV
Greg Fridell Oss
Mark Walkin Mai
Joe Magazine Bul
250 INT
Thomas Mayfield Mai
Jim Lee Oss
250 EX
Dan Finell Mai
Mark Marinez Mai
Frank Kalman CZ
OPEN BEG
John Case CZ
Bob Perez Mai
OPEN NOV
Art Bradford KTM
Fred Halliday Bul
Stan Moore Mai
OPEN INT
Scott G. Scott Yam
OPEN EX
John Hrynkiewicz Mai

S.A.M. Motocross
Ascot Park
Gardena, Calif.
March 1, 1975
By Tom Blattler

MINI CYCLE JR
Kris Carmona Hon
Pete Murillo Hon
100 BEG
Arnold Noriega Hon
Mike Bruhn Hod
James Reiman Hon
100 JR
Danny Westergaard Yam
Doug Martin Hod
Daryl Dragotto Kaw
100 EX
Gregg Toyama Hod
125 BEG
Roger Bartling Hon
Rye Hefley Hon
Rick Nelson Hon
125 JR
Steve Moore Hon
Don Huizing Hon
Jim Gallagher Hon
125 EX
David Taylor Hon
Kelly Owen Hon
Jeff Bunn Hon
250 BEG
Tom Barta CZ
Ron Kupke Yam
Clyde Smith Bul
250 JR
Steve Maxwell Hus
Pat Jeffreys Hon
Otto Vanden Bosch Hon

ATA Trials
Reche Canyon, Calif.
March 2, 1975
By Dick Vasquez

EXPERT
Martin Belair (35) Mon
Mark Eggar (39) Hon
Don Sweet (49) Yam
Doug Bradbury (51) Bul
George Smitth (55) Hon
Andre Plouffe (57) Bul
AM
Dean Pagel (32) Mon
Rick Hansen (40) Bul
Reggie Dawes (42) Bul
Ray Soffa (48) Bul
Lynn Barnes (50) Suz
Paul Williams (52) Bul
NOV
Gary Godwin (7) Suz
G. Armstrong (8) Bul
Scott Parker (9) Mon
M. Hitchler (13) Suz
L. Theobald (13) Hon
Keith Pagel (15 18cl) Mon
G. Cochran (15 17cl) Mon
S. Gregoire (15 16cl) Oss
SR
Joe Goodson (28) Bul
Rick Tillett (40) Oss
Robert Mayfield (43) Bul
KIDS
Derreck Bernard Yam
Mike Stone Yam
Todd Goodson Yam

CMC MX
Indian Dunes, Calif.
Feb. 23, 1975

MINI EX
Brian Myerscough Yam
Barry Jones Hon
Lance Moorewood Yam
MINI JR
Kenny Aplande Hon
Ricky Pearce Yam
Ray Welch Hon
125 PRO
Jim Hale Hon
Tag Turner HG
Gary Huber Hon
125 INT
John Caper Hon
John Ryan Hon
Doug Anderson —
125 JR
James Nigg Suz
Mark Boren Hon
Scott Faulkner Hon
250 PRO
Jack Kiese Bul
Jeffery Nidic Mai
Tom Burgess Yam
250 INT
Mark Rickey Yam
Greg Perulio Bul
Kevin Rodgers Mon
250 JR
Edward Sanches Yam
Don Dixon Yam
Joseph Cardino Hus
500 PRO
Luke Messer Mai
Bill Rubly Mai
Jeff Jennings CZ
500 JR
Craig Robertson Mai
Russell Long Mai
Randy Thomson Yam
500 INT
Larry Levoff Yam
Steve Skinner Mai
Patric J. Welsh Hus

ROUTE CHECK

North Hollywood To Hangtown

April 5 & 6 — split gas and expenses. Can hold 2 bikes more and 3 people. Ask for Mike (213) 769-7753. (7/4x)

L.A. to Hangtown

'74, 125 CR Elsinore. Mike (213) 769-7753. (7/4x)

Desert Trail Riders Wanted

Average/Expert to trail race San Bernardino Mountains and other challenging areas. I leave from Whittier and will meet to pool transportation with 250/Open riders on any Sunday. Val, evenings (213) 691-6997. (7/4x)

San Jose Area To CMC MX

Share rides to local MX races or practice. Have van, 250 Husky, age 22. Work (408) 867-3438 Ex. 28. Home (408) 379-2107. (6/4x)

San Fernando Valley To D-37

TT scrambles. Room in van for one bike, 2 riders. Mostly Perris, Elsinore, Adelanto. Split gas or alternate rides. Dave (213) 348-9679. (6/4x)

Westminster To Desert

Have (5) rail trailer, would like to find riders for Thursday and/or Friday rides to split gas. Jim (714) 894-2607. (6/2x)

Cloverdale to Local MX

Need ride; just starting racing. Will split cost. Will be racing Hodaka 100, age 15 — Ask for Eric (707) 894-5603.

Speedway
U.S. vs. World
Costa Mesa, Calif.
Mar. 7, 1975

Mike Bast	14
Ivan Mauger	13
Rick Woods	12
Jeff Sexton	11
Steve Bast	11
Barry Briggs	9
Ole Olsen	9
Sonny Nutter	8
Bill Cody	6
Chris Pusey	4
John Louis	4
Scott Sivadge	3
Egon Muller	0
John Davis	0

CMC MX
Carlsbad Raceway
Carlsbad, Calif.
Mar. 9, 1975
By Andy Hayt

MINI	
Rick Atkins	Hon
Rene Perez	Hon
100 JR	
Danny Dilkey	Suz
125 JR	
John Grise	Hon
Perry Benotson	Hon
Jeff Deilgat	Hon
125 INT	
Eddie Clark	Hon
Doug Anderson	Hon
Peter Wanket	Hon
125 PRO	
Bill Urban	WTE
Marty Moates	Hon
Bob Stem	Hon
Mike Bell	Hon
Tony Wanket	Hon
250 JR DIV I	
Fred Samuel	Mai
John Trogden	Bul
Ernie Valenzuela	Hus
250 JR DIV 2	
Terryl Peteson	Mai
Michael Hamel	Hon
Fred Knapp	Kaw
250 INT	
Ed Connoers	Hon
Aaron Basset	Mai
Hank Jones	Yam
250 PRO	
Bob Elliot	Hus
Wayne Boyer	CZ
Ron Blanton	Bul
Robert Hannah	Hus
Clark Jones	Hus
500 JR	
Dave Robinson	Hus
Mark McNulty	Yam
Rocky Van Sant	CZ
500 INT	
David Biddlecombe	Kaw
Jack McCormick	Yam
Bill Klaers	Mai
500 PRO	
Wayne Boyer	CZ
Frank Fitzgerald	Hus
Doug Sherman	Mai
Joe Johnston	Mai
Jeff Browning	CZ

CMC Motocross
Argyll Park
Dixon, Calif.
Mar. 3, 1975

MINIS	
Jimmy Hampton	Hon
OLD TIMERS	
Jack Lewis	Bul
VETERANS	
Gary Guerrero	Bul
100 NOV	
Mike Fudge	Ste
Kevin Droiwald	Yam
OPEN AM/EX	
H. Bellicitti	Yam
Ed Ehinnger	Mai
OPEN NOV	
Randy Cox	Bul
Ron Duzdas	Mai
Charles Dietz	Bul
250 AM/EX	
Don Sandretto	Bul
Jerald Welty	Mai
AMATUERS	
John O'Donnell	Mai
250 NOVICE	
George Mcnamara	Pen
Scott Reimers	Mai
Gary Guerrero	Bul
125 AM/EX	
Dan Turner	Hus
John Minor	Hon
AMATUERS	
Casey Brooks	Suz
Tim McKenzie	Hon
125 NOV DIV I	
Lindeil Johnson	Hon
Jeff Baskins	Suz
John Collins	Hon
125 NOV DIV II	
Russ Croachnell	Hon
J. Keith	Hon
Harold Hutson	Hon

Las Vegas MX
Las Vegas, Nev.
Mar. 2, 1975

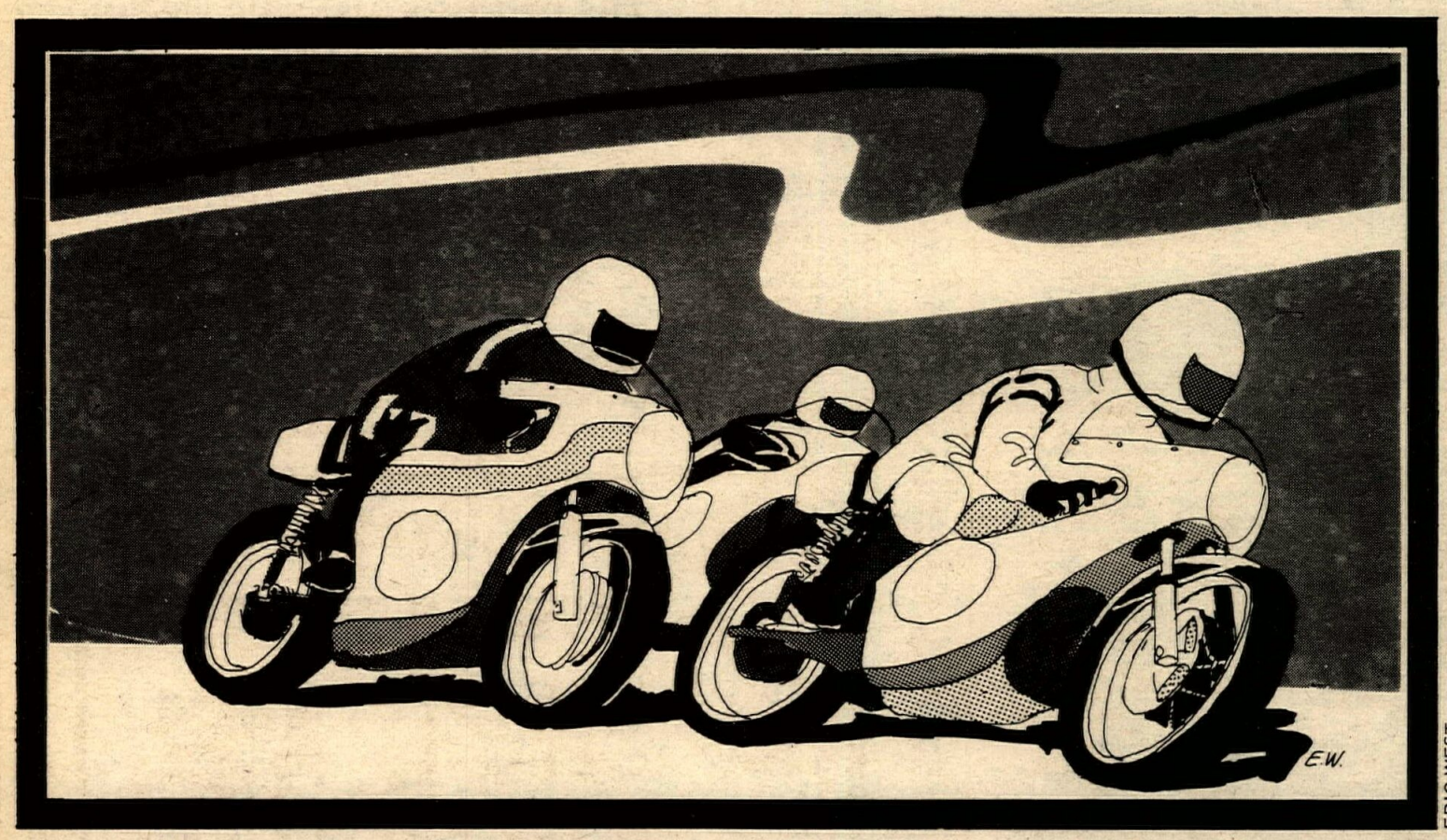
MINI BEG	
Patrick Shields	Hon
Farren Loula	Suz
Tony Peace	Hon
MINI BEG 60	
Russell Alderman	Yam
Brian Beaver	Yam
Bruce O'Neal	Hon
MINI EX	
Paul Emerson	Suz
Joey Dee	Hon
Kurt Sofka,Jr	YZ
MINI NOV 80 DIV I	
Shawn Williams	Hon
Ken Kersey	Hon
Mike Murray	Hon
MINI NOV 60	
Sean Steele	Hon
Danny Encinias	Yam
Doak Wachtel	Hon
MINI 60 AM	
Joe Lohnes	Yam
Steve Rebeil	Yam
MINI 80 AM	
Chris Howard	Hon
Troy Fitch	Suz
Donnie Toti	Hon
MINI NOV 80 DIV II	
Mike Conley	Hon
Scott Underwood	Hon
Floyd Denny	Hon
100 AM	
Marv Chapman	Hod
Kevin Steele	Hon
Steve Fredericks	Yam
100 EX	
Daniel Holtz	Yam
Steve Jackson	Yam
100 NOV	
Bill Seifman	Yam
Ken Kersey	Suz
Jimmy Krumme	Yam
125 EX	
Glen Munyan	D&G
Randy Kimbrough	Hon
125 NOV DIV I	
Larry Browning	Kaw
Jim Watson	Hon
Brett Lawrence	Hon
125 AM	
Rick Polsen	Hon
David Hilton	Kaw
Mike Hines	Hon
125 NOV DIV II	
Russ Rapone	Hon
Bob Street	Hon
Tony LaVigne	Suz
250 NOV	
Tom Lichty	H-D
Charles Harkey	Hus
John Giacoletti	Hus
250 AM	
Mike Vogel	SGV
Phil Koliske	Hon
Montie Gerber	KTM
250 EX	
Mel Chapman	Mai
Mark Green	Bul
500 BEG	
Fred Deaver	Hus
Robert Roberts	Yam
Randy Schmidt	Suz
500 NOV	
Ed Price	Hus
Dan Purdy	Mai
Neil Thurgood	—
500 AM	
Chuck Pallas	Bul
Dennis Stevens	Hus
500 EX	
Mel Chapman	Mai
Dobie Pursley	SM
John VanHoove	Mai

CMC Motocross
Irwindale Raceway
Mar. 7, 1975

MINI EX	
Ron Utaski	HG
Bob Ott	Yam
John Burrows	Hon
MINI JR	
Andy Guth	Yam
Eddie Glover	Hon
Shon Anderson	Hon
100 JR	
Jeff Maas	Suz
John Wilson	Suz
Mike Johns	Yam
125 JR DIV I	
Mike Curtis	Hon
Bill McFarland	Hon
Jeff Voss	Hon
125 JR DIV II	
Ron Maas	Hon
Mike McCormick	Hon
Tom Navarro	Hon
250 JR	
Jon Bergstrom	Hon
Norman Noel	Hus
Brad Fujikuni	Hon
125 INT	
Eddie Clark	Hon
Doug Anderson	Hon
Mike Haas	Hon
250 INT	
Larry Lutz	Hon
Kevin Rodgers	Mon
Tim Wyant	Mai
500 INT	
Tim Wyant	Mai
Trent McGee	CZ
Cliff Hicks	Suz
125 PROS	
Mike Bell	Hon
Don Bongiorno	Hon
Gary Denton	Hon
250 PROS	
Val Tamietti	Mai
David Pessy	Mon
John McManaway	Mai
500 PROS	
Bill Rubly	Mai
Curtis Lessel	CZ
Jeff Jennings	CZ

Invaders H&H
Red Mountain, Cal.
Mar. 9, 1975
By Jim Stewart

400 EX	
Kevin Hasten	CZ
Terry Davis	Yam
Jim Sumners	Yam
400 AM	
Mike Eckardt	Bul
George Harvey III	Hus
Russell Collins	Yam
400 NOV	
Red Sanders	Hus
Willie Shipley	Hus
Rojer Schmidt	Bul
250 EX	
Larry Roeseler	Har
Randy Fleming	Yam
Chris Austin	Yam
250 AM	
Bruce Ogilvie	Har
Mike Arbogast	Hus
Rocky Dellegatte	Oss
250 NOV	
Mark Zoller	Yam
Ray Sadd	Hus
Jeff Scholz	Yam
175 EX	
Jeff Kaplan	Hus
Frankie Keepers	Pen
Max Eddy	Pen
175 AM	
Steve Lindsey	Pen
Russ Jones	Puc
Bud Brack	Pen
175 NOV	
Donald Green	Hon
Kevin Morris	Hus
Robert Harvey	Hon
100 EX	
Charlie Hamill	Pen
Sandy Robertson	DKW
Marc Cartwright	Pen
100 AM	
Robert Myers	Pen
Rick Morrow	Hod
Jim Squyers	Yam
100 NOV	
Joe Lockhart	Pen
Darin Cartwright	Yam
Gene Theel	Suz
WOMEN EX/AM	
Trudy Beck	Pen
Dawn Grant	Hus
Barbara Tieskoetter	Pen
WOMEN NOV	
Lorni Rebec	Hon
Patti Ho	Hus
Ginger Evans	Pen
SENIOR EX	
Ramon Lowe	Yam
Tom Widick	Yam
Dan Kline	Gre
SENIOR AM	
Jerry Harren Sr.	Yam
Harold King	Yam
Chuck Alexander	Yam
SENIOR NOV	
Jerry Carson	Yam
Wiley Vaughn	Yam
Jim Williamson	Hus



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Area Code Phone Number

AMC OCIR MX
Orange, Calif.
Feb. 21, 1975
By Stewart B. Sapicoff

MINI BEG	
Eric Bridges	Yam
Chris Parker	Hon
Dave Castle	Hon
MINI JR	
Warren Lowe	Yam
Randy Moos	Hon
Dant Trant	Hon
MINI INT	
Bryan Jordan	Hon
Byron Barr	Hon
MINI PRO	
Jeff Ward	Hon
Bill Jewett	Hon
Ken Morgan	Hon
100 BEG	
Mike Coffett	Yam
100 JR	
Tim Murphy	Hon
Tony Gomez	Yam
100 PRO	
Pete Hillebrecht	Hon
Marty Miller	Hon
Bill Taylor	Yam
125 BEG	
Sonny Riner	Hon
Dan Schloesser	Hon
Bruce Young	Hon
125 JR	
Bill Byron	Hon
Lance Mason	Hon
Randy Skinner	Hon
125 INT	
Arnold White	Hon
Ian Bowman	Hon
Oscar Jackson	Hon
250 BEG	
Jim Carlino	CZ
Bob Rumney	Hon
Roger Guard	Hon
250 JR	
Steve Crouse	Unk
Norman Tua	Yam
Dan Brechbill	Hon
250 INT	
Thomas Myafield	Mai
Larry Flint	Bul
Russell Stark	CZ
OPEN BEG	
Mike McClune	Mai
Bill Casey	Suz
OPEN JR	
Dan Kosinski	Mai
125 PRO	
Joe Rumney	Hon
250 PRO	
Morris Malone	Hon
Aaron Bassett	Mai
Larry Faulks	Mai
OPEN PRO	
Cal Weber	Mai
Mike Waite	Mai
Ted Metzger	Mai

Indoor S.T.
Grants Pass, Ore.
Feb. 23, 1975
By Lynne Diltz

TROPHY DASHES	
MINI	
Don Bramlett	Yam
KIDS 100	
Susan Word	Suz
125cc	
Jeff Campbell	Yam
200cc	
Louie Booth	Bul
250cc	
Frank Word	Bul
MINI A MAIN	
Don Bramlett	Yam
John Miller	Yam
John Katzenbach	Suz
MINI B MAIN	
Junior Katzenbach	Suz
Jim Barnes	Hon
Jeff Miller	Hon
100 A MAIN	
Glen Lilya	Suz
Suan Word	Suz
Vic Lilya	Kaw
100 B MAIN	
Don Bramlett	Yam
Steve Risley	Hod
Kenny Rocha	Suz
100 C MAIN	
Greg Hill	Yam
Bill Davis	Suz
125 A MAIN	
Bryan Peterson	Suz
Dan Horton	Yam
Jeff Campbell	Yam
125 B MAIN	
Dennis Alerson	Bul
Dave Miller	Ric
Kevin Thomas	Yam
125 C MAIN	
Allen Demella	Hon
Don Regan	Hon
125 D (1)	
Randy Jordan	Yam
125 D (2)	
Scott McLaine	Hon
200 A MAIN	
Louie Booth	Bul
Bob Thorpe	Bul
Mark Detwiler	Bul
200 B MAIN	
Dennis Alerson	Hon
Don Fendrick	Hon
Terry Forsehter	Bul
250 A MAIN	
Jeff Cook	Suz
Rick Nice	Bul
Alex Eubanks	Bul
250 B MAIN	
Karl Ulrich	Bul
Brett Howard	Bul
Wendell Diltz	Kaw
250 C MAIN	
Mike Blackert	Bul
Joshua Orr	Suz
Jeff Campbell	Yam

European
Hare Scrambles
Plymouth, Calif.
March 2, 1975

125 NOV	
Lance Beauchamp	Pen
Rod Goehring	Pen
Jeffery Miller	Pen
125 JR	
Brian Veercamp	Hon
Wayne Hatch	Hon
Byron Whipple	Yam
250 NOV	
Chuck Mueller	Bul
Rodney Simas	Pen
Ed Marchini	Hus
250 JR	
Jim Newsom	Pen
Rusty Charnock	Hus
250 EX	
Randy Losh	Mon
Cloyse Holland Jr.	Hus
OPEN NOV	
Franklin Risner	Hon
Bill Wellman	Yam
Robert Haustein	Hon
OPEN JR	
Steve Parker	Hus
George Hendrix	Hus
OPEN EX	
Richard Smart	Bul
John Fraser	Hus
Eddie Garza	Hus
POWDER PUFF	
Linda Shatka	Ric
OLD TIMERS NOV	
John McClure	Hon
Gary Clark	Hus
Martin Hubbs	Bul
OLD TIMERS JR/EX	
John Carpenter	Pen
Cloyse Holland Sr.	Hus

R.A.C.E. Bicycle MX
Corona Raceway
Corona, Calif.
March 1, 1975
By The Tube

PEE WEE	
Ronald Clevenger	
Timothy Millman	
Shelly Teubner	
FLYWT BEG	
Mike Canale	
Darren Braden	
Billy Voeltz	
FLYWT NOV	
Gregg Cook	
Kevin Mantz	
Mike Anderson	
LTWT BEG DIV I	
Rick McConnell	
Steven Granger	
David Byous	
LTWT BEG DIV II	
Alan Gremchuck	
Greg Markovich	
Scott Wood	
LTWT NOV DIV I	
Troy Mathews	
Vaughan Bachman	
Mike Slivka	
LTWT NOV DIV II	
Ricky Diaz	
Mark Davenport	
John Millman	
MDLWT BEG	
Dave DeSimone	
Ronny Melton	
Eric Fink	
MDLWT NOV	
Greg Bishop	
David Neal	
Richard Rockwell	
HVYWT BEG	
Clifford Mathews	
Jose Padilla	
Jeff Bronson	
HVYWT NOV	
Mark Sanchez	
Wayne Boutelle	
Mark Colletto	
SUPER HVYWT	
Steve Barton	
Billy Walker	
Brian Boutelle	

AMC MX
Saddleback Park, Calif.
Febr. 23, 1975
By Stewart B. Sapicoff

MINI BEG	
Chris Parker	Hon
Kirk Williams	Hon
Mark Manning	Yam
MINI POWDER PUFF	
Kim Apling	Hon
MINI JR	
Bryan Jordan	Hon
Reid Barnt	Bar
Kavin Bowden	Hon
MINI PRO	
Jeff Ward	Hon
Ken Morgan	Hon
Bill Jewett	Hon
100 BEG	
Robert Hall	Yam
100 JR	
Tony Gomez	Yam
Shawn Warnock	Suz
Ron Flores	Yam
100 PRO	
Brad Roberts	Bar
Jeff Ward	Hon
125 BEG	
Dave Hornbeck	Hon
Brett Meyer	Kaw
Greg Harman	Yam
125 JR	
Huff Hadley	Hon
Gary Bowden	Hon
Neil Wolfson	Hon
125 INT	
Ron Rinden	Hon
Guy Denton	Hon
Nick Roberts	Hon
250 BEG	
Bill Laity	Yam
Pat Tuomey	Bul
Robert Peterson	Yam
250 JR	
Steve Mayer	Yam
Jeff Gillman	Yam
Jerry Wolfinbarger	Yam
250 INT	
Joe Schoney	CZ
Bob Winters	Yam
Joel Grant	Bul
OPEN BEG	
Jim Siart	Bul
Phil Duagna	Mai
Phil York	Mai
OPEN JR	
Mel Kukel	Mai
Ken Feulner	Mai
Bob Cheever	Yam
OPEN INT	
Scott Scott	Yam
David Blosser	CZ
Tony Pena	Mon
125 PRO	
Mike Johnson	Hon
Kevin Crawford	Hon
Gary Denton	Hon
250 PRO	
John Dallaire	Hus
Terry Hugueley	Bul
Carney Briggs	Yam
OPEN PRO	
Jeff Foland	KTM
Jack Hazard	Bul
Rick Sanford	Mai
250 SR	
Steve See	Hon

AME Motocross
DeAnza Cycle Park
March 3, 1975
By Shirley Shere

MINI JR	
Mike Shea	Hon
Bob Rowell	Yam
Gene Walsh	Yam
MINI EX	
David Dieterle	Hon
Joe Spangler	Hon
POWDER PUFF	
Priscilla Burgess	Kaw
Carmen Reichenberg	FMF
OLD TIMERS	
Jim Lloyd	Hus
Dick Wright	Oss
Lloyd Greenlief	Kaw
100 BEG	
Danny Burtt	Suz
Rick Denney	Hon
100 JR	
John Whelchel	Suz
Steve Silver	Suz
125 BEG	
Don Bridgewater	Hon
Jody Robles	Hon
Mickey McDougal	Yam
125 JR	
Mark Lester	Hon
Joe Feld	Suz
Richard Garbaccio	Hon
125 INT	
Bill Ovellette	Suz
125 EX	
Tom Luera	FMF
Kinney Jones	Hon
Doug McGowen	Suz
250 BEG	
John Field	Bul
Rick Hatfield	Hon
Mace Mesler	Oss
250 JR	
Larry Minor	CZ
Corky Stevens	Hus
John Marsh	CZ
250 INT	
Mike Slater	Mai
Keith Dysert	Hus
Jack Boles	Hon
250 EX	
Ray Topham	Mai
Jeff Wright	CZ
Tim Battenschalg	Mai
500 BEG	
Matt Myers	Yam
500 JR	
Ned Joy	CZ
500 EX	
Randy Berkeley	Mai
Dennis Hazelett	Yam
Dale McKineey	Bul
100 EX	
Bill Taylor	Yam

R.A.C. H.S. MX
Corona Raceway
Corona, Calif.
Feb. 28, 1975
By The Tube

MINI CYCLES	
Rick Orlando	P.S.
M. Williams	P.S.
Mike Marseilles	Poly
100 NOV	
Ron Rossetti	Poly
Sparky Alden	Poly
Jim Schneider	Poly
100 SR	
Todd Miller	Poly
James Baker	Chino
Ron Horner	Poly
125 NOV	
Rusty Clarke	Poly
Mark Branch	Chino
David Smith	Poly
125 SR	
Vincent Gonzales	P.S.
Kenny Strand	P.S.
125 INT	
Richard Harris	Chino
Terry Bockelman	Chino
David Haagsma	Chino
175 NOV	
Gary Haagsma	Chino
Rusty Clarke	Poly
Jeff Litton	P.S.
175 INT	
Jeff Brauner	P.S.
Denny Fisher	P.S.
Art Martinez	Chino
175 SR	
Kenny Trask	P.S.
Chris Patencio	P.S.
Ron Jaycocks	P.S.
250 NOV	
Mike Vandermeulen	Chino
Mike Self	Bloom.
Russ Millard	Chino
250 SR	
Vincent Gonzales	P.S.
Nick Barrick	P.S.
Jack Murchall	P.S.
500 NOV	
Roland Wood	Poly
Tom Kantzalis	Mont.
Robt. Curtin	Poly
500 SR	
Nick Barrick	P.S.
Tom McMichael	P.S.
Jim Robinson	P.S.
SCHOOL SCORES	
Palm Springs	141
Poly	110
Chino	88
Bloomington	22
Montclair	8
UNATTACHED RIDERS	
MINI CYCLES	
Lindley Kistler	Hon
Bobby Hart	Hon
Martin Kistler	Hon
100 JR	
Fred Armenta	Kaw
Bobby Hart	Hon
Harlan Kistler	Hon
125 JR	
Greg Sheets	Hon
Mark Lester	Hon
Karl Hostetler	Hon
100 INT	
Scott Sheedy	Hon
David Jones	Hon
Dan Hockett	Hon
125 INT	
Randy Kimbrough	Hon
Dave Hockett	Hon
250 JR	
David Fletcher	CZ
Dan Smith	Pen
Jon Mohoroski	Bul
250 SR	
Ray Topham	Mai
Craig Lee	Yam
Steve Subith	Hus
500 JR	
Tom Winter	Mai
Bob Wright	Mai
Doug Brown	Hus

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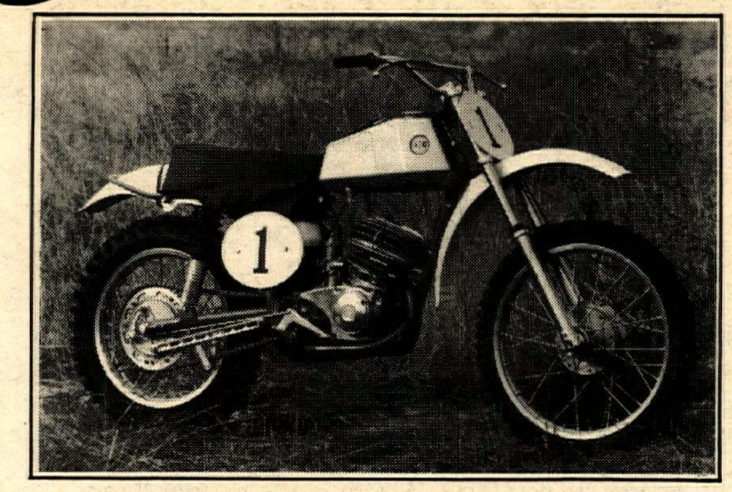

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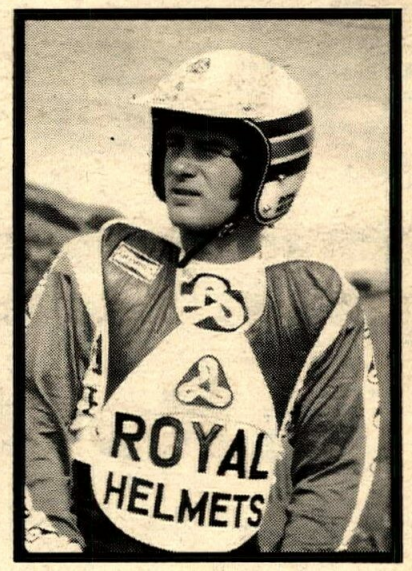

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Bill Robinson

By Gary Van Voorhis

There are many people in the realm of motorcycle racing that are largely unknown yet have made enormous contributions to

the sport; Bill Robinson is one of them. Unlees you are a rider, sponsor, or member of the press, chances are you've never heard of Bill Robinson. He is almost always found, when not physically involved with the tasks of his job, chatting with riders, giving them advice (even if they run a competitive brand) or checking on how the riders are doing on the track. It is this quality – that of total dedication to the sport – that has earned Bill Robinson the respect of almost every rider on the circuit. He is not just a Goodyear tire rep to the riders; he is *The* Goodyear man.

To say that one lives, eats and breathes the sport is a trite comment in most cases but in applying that to Bill Robinson it somehow falls short. Bill, when not attending either a motorcycle or auto race, is usually involved in testing and refining the present product to create a new and better one. And, during his spare moments there is always his business of over twenty years, the Lauderdale Auto and Marine Service, Inc. to take up his time. It's fair to say that Bill is constantly on the go; a condition he refers to as being married to the sport.

"It starts at home with a family that's willing to sacrifice you to do these things. If you're willing to marry any occupation you're going to be successful but when you say the word marry that's exactly what it is. What ever it takes to get the job done is exactly what you must be prepared to do."

The marriage began in 1960 with auto racing and then in 1963 enlarged itself to motorcycles, as Bill puts it," Because I could see that there wasn't anybody else helping them."

The dictum by which Bill Robinson lives and conducts his work is simple, "I feel that if I can win a race with my product (Goodyear tires) then it's almost the same as my being in the saddle." That, simply, is why Bill Robinson is successful. "I think you have to feel that way in order to put up with all the things that go on in racing."

Many years ago as a child in his home town of Chattanooga, Tennessee, Bill got his first taste of auto racing as a "go-fer" at a half-mile track near his house. Later he drove sprint cars and quarter midgets successfully but abandoned the circuit for business although never really pulling out of racing one hundred percent. In 1951, he founded his present business which deals in auto and marine carburetor and ignition maintenance as well as Goodyear tire sales.

"I can't be satisfied just to work and sit in my store selling tires and answering questions. I've got to become a part of racing because I'm a racer, and my way of doing that is learning not what they (racers) need today but what they'll need tomorrow."

It was this curiosity, this thoroughness that led to the evolution of both Goodyear road racing and dirt track tires.

Harley-Davidson, in 1963, found themselves in a relative bind. Avon was pulling out of the production of road racing tires leaving only Dunlop as a supplier. Unfortunately, for Harley, the American distributor for Dunlop, at the time, was Triumph; a staunch competitor on the National Circuit. The thought of buying their tires from their competition put Harley in a bind and they approached Goodyear. Goodyear, as an OEM (original equipment manufacturer) supplier of tires to H-D agreed to do something and contacted Bill to combine his knowledge with that of the racing department to build their first motorcycle road racing tire.

"Since I probably had more automotive road racing experience than anybody with the company at that time the head of Racing and Development at Goodyear asked me if I would work with Harley- they would supply two machines and riders - and try to help develop a racing tire because of their need. This didn't mean that we weren't going to build tires for anybody else. What you have to remember is that we didn't have much choice as Harley-Davidson was the only machine manufactured here that we knew had the right type of personnel, mechanics, equipment and everything else. You can't go testing to build anything unless you have the best equipment and riders. If you don't you won't learn anything."

Racing at this time was in its infancy and, as such, budgets were not large; certainly not large enough to rent a track to conduct the tests. Cooperation between individuals, the fact that all sheriff's departments in Florida were Harley mounted and the feeling that where there's a will there's a way, all contributed to the initial testing. The story, according to Bill, if known at the time would probably have landed a few people in jail. It amounted to the running of straight speed tests over a five mile strip of public road with sheriff's stopping traffic whenever the runs were to be made. Roger Reiman and George Roeder were the riders. It was a learning process for Bill and he admits that at the time all he knew about motorcycles was "that they had a front and rear tire." Fairings, at the time were also new and innovative and with some set-ups the bikes would run faster without a fairing than one with.

The tests progressed to an abandoned airport that Harley racing chief Dick O'Brien had obtained for their use. It was set-up with pylons to create a simulated road racing course and had a very rough concrete surface that wore tires very quickly. After each session, a call to an engineer in Akron was made and the data from that days testing was incorporated into the final design. One of the items to be determined from the testing was the placement of the "tiebars." A tie bar is used in tread design and particularly in road racing tires to keep the tread stable so that it doesn't move under the strain of high speed or braking. Bill opted for recessed tie bars but upon receipt of the finished product, found that they were exposed causing the tire to be almost like a slick; a problem that could not be remedied in the time remaining before the race.

"I knew we had a problem the minute I saw the exposed tie bars on the tire. It was pretty important to me since this was the first time that the tire had even been seen or raced professionally. I convinced Roger Reiman that with a lot of sweat we could make the tire work. I had to take a hand file and groove the tires to get rid of the glaze down to where the rubber could start working. I put a lot of hours into those tires."

On race day there were only two bikes in the Daytona starting field with Goodyear tires front and rear; Roger Reiman and Ralph White. Reiman won the 200 and Ralph White, the previous year's winner, finished fourth.

"I felt real proud that in the first experience I had with motorcycling I was fortunate enough to win the biggest race they had in this country."

Bill's successes have continued since that day in March, 1964. In fact, he returned the next year and won the 200 again; not a bad record considering that it was the only event that Goodyear went to. Since then, Bill has been the first person to run a tubeless motorcycle racing tire and the first to use stick on weights for tire balance. He also introduced the Goodyear D/T and was instrumental in its development.

The introduction of the D/T is another story with a basis in cooperation and mutual help. Bill actually introduced the tire at the Terre Haute half mile National in 1971 although the tire was not approved for use until almost a year later.

The AMA's rejection of approval did not however, say that the tire could not be run in practice; only that it couldn't be used in National competition. Bill, relying on his relationships with the riders, got six riders of different styles to test the tire and give him their comments. It was not an easy thing to do since each rider uses the practice periods to set up his machine for the National and here Bill was asking them to practice with a tire that they couldn't use in the race.

A little less than a year later the Goodyear D/T made its debut at the Louisville half mile National and was an instant success powering both the Expert and Junior winner to victory. By the Columbus National a few weeks later the D/T was acknowledged to be the tire to use.

It may come as a small shock but the estimated cost of producing a tire from the original idea to the finished product is a minimum of $100,000. What is more surprising is that the manufacturer does not make anything on the sale of racing tires; in fact almost all of the racing tires are sold way below what it actually costs to produce them. Goodyear x-rays each racing tire before it leaves the factory; another costly but impressive feature. One other interesting fact probably unknown to most people is that the Racing Division comes under the advertising end of the business because of the cost factor. It was this cost factor and budgeting that caused the Eagle series dirt tire to be built in the Production tire section hence Robinson's dual contractual obligation.

So you'd like to build a tire but you don't know where to start? Well first you have to know what wheels are available and what ones are intended for use. You have to decide what the width of the rim is because it determines the width of the cross section. There's no use building a tire unless it will fit under the fender or between the fork tubes. Thirdly you must consider the center line since you will be running on the top of the bead while you're going straight and on the sidewall in cornering. This determines how much rubber you need on the sidewall. Add to that the weight factor-the heavier the tire the slower it is going to go-and you have a sketchy idea of how Bill Robinson goes about the process of determining what a tire will be. Easy isn't it? Sure.

"It takes a lot of common sense and knowledgeable factors plus you've got to talk to a lot of people to find out who to believe. The most important thing is to find out what their exact needs are and then design the tire around the particular application that it is to be used for."

The design and introduction of the Goodyear slick was one such problem.

"Our problem with the slick was simple: I couldn't get the AMA to tell me if they would race in the rain or not. Now that's an easy question to answer if you ask any other racing organization but with the AMA the answer was 'maybe so.' Now it's pretty hard to build a 'maybe so' tire." Yet at Daytona the slick is or will be the tire to be using.

"There are certain fixed items in racing but tires aren't one of them. An engine is limited to how many rpm's it can turn and it will last only so long before it will blow up. We don't know what our limit is on a tire and we're always searching for something else because we have no limits; of course there are limits above us that cause us problems to where we can't go as far as we'd like to. This has happened in bikes. I don't think that they have improved suspensions enough. We need better shocks because we're getting more horsepower all the time. It's a horsepower race anywhere you go. As you get more horses you have to have a better suspension because when you start sticking a tire better there are a lot of things that can happen. If we make a better product and a tire that will stick real good then the wheel better be damn good because it will be taking more strain. The shocks will then have to be stronger which leads to the need for a stronger frame and a stronger transmission and on and on. What I'm trying to explain is that just because we may be able to produce a tire that has all the traction in the world we are liable to break something else. We've done it in many forms of racing."

Six years ago, at Daytona, Bill unveiled the "Robinson Trick" when he mounted two front tires on Ralph White's independent Yamaha for qualifying (around the oval) at Daytona. Bill told him he could do it if he had "faith in me and the product." White qualified faster than the Yamaha factory bikes.

The next year Gene Romero approached Bill for help in securing the pole position; however doing the same with Romero's Triumph as he did the year before with a Yamaha called for quite a lot of calculation. The main fact being that to decrease the rolling resistance you increase the tire pressure and, in doing so, create the situation where it takes less power to go faster. The dual front tire set-up would work because a bike is not fast enough or heavy enough to get sideways off the banking creating the need for a lot of ribs like the rear traction tire. There was an unreal wear factor because of the weight of the Triumph.

"I told Gene he could make one warm-up lap and one flying lap to the flag but then he had better roll off the throttle as fast as he could because I didn't know how much tread would be left. We had the nylon cord showing on the tire when Gene came in - he did win the pole position by a wide margin-but that's a lot closer than I like to project." Gene was running 70 pounds of air pressure for his run; the normal race tire carries between 26 and 32 pounds.

On the more practical side of things and relating to street tires as well as racing ones is the use of directional markings on tires. You know-those little arrows that follow the tread design. They do mean something.

"When a tire is made you have to splice it; you never butt the pieces together but rather always overlap them so that you have one piece of rubber coming over top of another. On a rear tire the splice or the manufacturers mark (arrow or other) should always be on the right side while on the front it should be to the left. The reason being that it's a safety factor. Under a traction pull you wouldn't want to mount the tire so that it tried to pull the splice apart but if you mounted it correctly to move against the closed part then the pressure is not pulling on it. It's just the opposite on the front tire because of the braking factor causing opposite forces from the rear tire."

"It doesn't really make any difference to me if your name is Kenny Roberts or Joe Doe. If you're a dedicated racer and I'm there, then I'm more than willing to help you win that race. But you've got to ask me. I can't go around and seek you out and answer questions that weren't asked in the first place. I've helped a lot of people win races when they were on Pirelli, Dunlop and other brands of tires and that's how I got them on Goodyear."

The importance of a Bill Robinson to the sport cannot be over-emphasized. One of our favorite Robinson-isms sums it up: "The reason a tire is important to start with is because it's the last thing between your ass and the pavement."

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Nov 0-200 10 AM — 250 up 11:15
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2nd Sunday-Indian Dunes
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AMC

AMC
Race Schedule
Mar. 16 — Rawhide
Mar. 23 — Saddleback
Mar. 30 — No Race
Apr. 6 — Carlsbad
Info: 714-532-3923

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

ADR MX
Arizona Desert Raceway. 9 mi. W of Avondale, AZ on Hwy 80 to Airport Rd. 100% p.b. Ex. plus season point fund. Gate opens 7 am, prac. 8. 9:15 riders meeting. All classes. 602/252-1900.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E 13 mi. $2000 purse Mar. 23 Open classes. Memb. req. Open 7 am, race 9. 714/586-7964.

CMC MOTOCROSS
Metro Cycle Park. 38th Ave. & Broadway, Phoenix, AZ. P.O. Box 9628, Phoenix, 85068. Entry $7. $10 Pro. Cash to Pros. Race 9:30 am. 602/992-9429.

CMC WINTER SCRAMBLES
Cycle Land Speedway. 14 mi. S of Chico on Hwy. 99E. All classes, minis. Sign up 8 am, prac. 10, race 12. $2.50 ride or watch. $2 rider entry fee. 916/342-4979.

MOTOCROSS
Rawhide Park, Elsinore, CA. 714/689-0871.

BICYCLE MX
Western Sports A-RAMA on Lincln btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

1st Sunday

FREE SAFETY CHECK
Hacienda Honda 507 N. Azusa Ave. btwn. Pomona & San Bernardino Fwys., La Puente, CA. Free safety insp. 12-3 pm. Also free consumer cycle maintainance class 3-5 pm. 213/968-6461.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave.. btwn. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

TT SCRAMBLES
Valley Cycle Park., Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. No cards req. All classes. Must have sil. & number plts. Ex. p.b. Prac 9 am, race 10. 805/529-9546.

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 7:30-8:30 am. Entry $4. Gate $2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for pts. trophy and perpetual trophys for all hi-desert. 714/246-6109.

1st, 3rd & 5th Sun.

BICYCLE MX
Saddleback Park, Orange, CA. Prac. 12:00, race 1. Entry $1 memb., $1.50 non-memb. All new track & super trophies. Saddleback Bicycle Club. 213/597-0478, 714/639-5832.

WFO MX
Mosier Valley MX Park. Dallas, TX. Rain or Shine. Guar. $503 purse. Entry gate $3, Nov. $4, Int. $5, Ex. $6. Ex. p.b. All classes. Start 10 am. 817/451-5225, 277-9917.

4th Sunday

SRAC/BRRMC TT or SHORT TRACK
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 11. 303/443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

Every Wednesday

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry $2 per bike. Fully prepared track under the lights. 714/559-0580.

Every Thursday

S.A.M. HSMX
Orange Cty. Intl. Raceway. Sand Cyn. off ramp off I-5. Gate open 5 pm, race 7. OCIR MX, P.O. Box 2455, Orange, CA 92669. 714/559-0580.

Every Friday

R.A.C.E. HSMX
Corona Rcwy., Corona, CA off Hwy 91. Only schools invited may enter. $3 entry. Open 5 pm. Race 7. 714/689-1913.

NMA NIGHT MINI MX
Indian Dunes Valencia, CA. Sign up 6:30 pm.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry $3 memb. Racing on separate course from HSMX course at same time. Watch both for $2.50. P.O. Box 388, Corona, CA 714/735-1705.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & mini. Ride or pit $3.50. 100% p.b. less 50 cent ins. fee. Spec. $2.50. Quiet muff. req.

AMC NIGHT MX
Orange Cty. Intl. Raceway. Irvine, CA. 200% Pro p.b. 30% brass. Entry $6, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm., prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

AMA AMATEUR HALF MILE
Ascot Park, Gardena, CA. 18300 Vermont, Gardena. 90247. Racing starts 8 pm. For info. call 213/321-1610, 323-9710.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm. Entry $2.50. Discount card avail. 714/998-6373, 998-3535.

Every Saturday

CMC NIGHT MX
Woodburn Dragstrip. 1½ mi. W of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 pm, race 7. 503/654-1369, 982-4461.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes. Memb. rqd. Open 7 am, race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. $6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50. 100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mufflers req.

R.A.C.E. MX
Corona Raceway, Corona, CA. Gate open 8:30 am, prac. 9, race 10. Memb. not req. $4 memb. $6 non-memb. $2 spec. $8 Ex. 100% p.b. to Ex. 30% trophies all classes. 714/689-1913.

S.A.M. HSMX
Ascot Park, Gardena, CA. Vermont Ave. btwn. 190th & Artesia Blvd. in Gardena. Mem. req. S.A.M. High School qual. for Super Bowl of H/S MX. Entry $5. Gate opens 10 am, race 1 pm. 18300 S. Vermont, Gardena, CA 213/321-8859, 321-8863.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

BICYCLE MX
Corona Raceway, Corona, CA. Fwy. 91 to Magnolia or Pierce off ramp.

PERRIS NITE TT
Perris Rwy., Perris, CA. Gate open 5 pm, race 7. Entry $3 plus gate fee. Under 18 yrs. must have notary cd. on file to ride. PO Box 371, Perris, CA 92370. 714/657-3678.

HSMX & REGULAR MX
Carlsbad Raceway, Carlsbad, CA. Gate open 8 am, race 9:30 sharp. Qualifier races for High School Superbowl 1st & 3rd Sats., from now until May. 30% trophies all classes. 100% p.b. to Ex. Husqvarna. 714/744-2161, 729-3492.

S.A.M. HSMX
Corona Raceway, Corona, CA. Pit gate open 8:30 am, prac. 9, race 10. 30% trophies awarded following wk. 714/735-1705.

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6, race 8. 714/826-2386, 674-5383.

PERRIS RACEWAY
Perris, CA. Information for racing and practice. 714/657-3678.

BIGGIES & SCHEDS

1975 Trans-AMA MX

500cc-250cc Support Class

September 28
Road Atlanta
Gainesville, GA

October 5
Mid-Ohio MX Park
Lexington, OH

October 12
Unadilla Valley Spts Ctr
Unadilla, NY

October 19
Red Bud Trail & Trail
Buchanan, MI

October 26
KOIL Classic MX
Omaha, NE

November 2
Cycle World USA
St. Peters, MO

November 9
Lake Whitney Cycle Rnch
Whitney, TX

November 16
Puyallup Rcwy Park
Puyallup, WA

November 23
Carnegie Cycle Park
Livermore, CA

November 30
Saddleback Park
Irvine, CA

U.S. ISDT Qualifiers

March 15-16	Sunland Shamrocks Sunland, Cal.
May 3-4	Motorcycle Activities Clb. McMinnville, Ore.
10-11	Pacific NW Trials Assn. Weston, Ore.
31-J1	Potosi MC Potosi, Mo.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

March 14-15-16

MINI MINT
World Championship Cross Country Minicycle Team Race. Las Vegas, NV. $20 per team, MRAN $10 per team. Write for entry blank & rules. Entry closes Mar. 1. So. Nev. Jackrabbits & Mint Hotel. P.O. Box 5434, Las Vegas, NV 89102. 702/876-0220.

SHAMROCKS ISDT QUALIFIER
California City, CA. Lakeshore Inn. Sign in & tech. insp. Fri. Mar. 14. Easy 140 mi. Two Day Trial. Start 7:30 am both days. Entry $30. Shamrocks 744 Doan Dr. Burbank, CA 91506. 213/842-5885.

March 15-16

V.O.T.E./ATA TWO DAY TRIAL
St. Patrick's 2-Day, first round Calif. St. Ch., Texas Canyon area, Angeles Nat'l Forest, from Hwy. 14, 8 mi. N of Solamint Junction. All ATA classes. Mail entry $10 (post $14), non-memb. $2 ex. with SASE to V.O.T.E., 6521 Farralone, Canoga Park, CA. 91303. 20% brass & pins. 213/346-4552.

Saturday, Mar. 15

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy. 405 to Hwy. 126, E on 126 one mi. Mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859,321-8863.

SRA SPEEDWAY QUALIFIERS
Irwindale Raceway, Irwindale, CA. New crop of Div. II & III racers take to oval. New-comers are shooting for pts. to move into Div. I.

CMC ROUGH SCRAMBLES
Happy Valley Rcwy., Redding, CA. Happy Valley Rd. turnoff from S Redding "99". Follow Blue Arrows. K&G Enterprises presents Redding Regional Rough Scrambles Championship. Sign up 8:30 am, prac. 9, race 11. Entry $6. 916/241-9279.

INDOOR SHORT TRACK
Benton Cnty., Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Entry $3.50, 2nd bike $1.50, spec. $2.50. Sign up 5:30-7 pm, prac. 6-7, race 8 sharp. 5801 Morse Rd., Lodi, CA 95240.

March 16-19

MINT 400
Desert Race. For info. Race headquarters, Box 2160, Las Vegas, NV 89101.

Sunday, Mar. 16

MOTOCROSS
Edwards AFB, Antelope Valley Fwy. to Rosamond, Rosamond Blvd. to Edwards, corner Forbes & Lancaster Blvd. Entry $5. Sign up 8-9:30 am, start 10. Same day brass. No Pro class. Desert Wheels M/C. PO Box 37, Edwards, CA 93523. 805/258-4250.

IDAHO MOTOCROSS
Blackfoot, ID. Sanctioned by Eastern Idaho M/C Assn. EIMA. Entry $6. Start 10 am. Directions to track will be posted in all M/C shops in Blackfoot. R 1, Box D, Blackfoot, ID 83221. 208/785-0694.

MOTOCROSS
Fly-N-Raceway, Thermal, CA. Take Indio Blvd. R on Hwy. 86, L Airport Blvd. Entry $5. Start 9:30 am. Last race track closing. 81375 Fucshia Ave., Indio, CA. 714/347-3185.

CMC MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon, St. Hwy. 113. Entry $6 mail, $8 post, $15 Pro post only. Gate open 6:30 am, prac. 7:30, race 9. 100% p.b. Pros. 30% trophies J/I. PO Box 601, Dixon, CA 95620. 916/678-3592.

BCA COMBOCROSS
Valley Cycle Park, Moorpark, CA. Entry $10, Ex. $15. $500 Ex. purse. 50% trophies J/PP/M. Start 9 am. 805/529-9546.

MOTOCROSS
Sage Park, CA. Hfwy. btwn. Red Mtn. & Ridgecrest on Hwy. 395. Start 9 am. Entry $5. Gate $1.50. Gate open 7 am. All classes. PO Box 1266, Ridgecrest, CA 93555. 714/375-4536.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Lic. req. Gate open 7:30 am, prac. 8, race 9:30. $1000 to Pros. $12 mail, $15 post. JR/INT $7 mail, $10 post. Class pay off, $160, $85, $50, $25, $15. Sambos will provide breakfast at track for $.50 8-10 am. CMC. PO Box 1402, Costa Mesa, CA 92626.

B.O.S.S./CMC SEMI-PRO MX
Summit Cycle Park, Hopland, CA. Hwy 175 btwn. Hopland & Clear Lake. Gate open 6:30 am, prac. 7:30, race 9. Entry N/I $6 mail, $8 post. Pro $15 post only. 120% Pro p.b. 30% trophies to others. 2438 El Lujo Wy., Rancho Cordova, CA 95670. 916/362-2796.

DRA EUROPEAN SCRAMBLES
Limed from Adelanto, 7 mi. N on Hwy. 395, L side. $300 purse, $100 to Overall. 20% trophies, fin. pins. DRA pts. 0-200 B/PP/Minis 8 am; 250&Open Beg. 9; 0-200 Nov. 10; 250&Open Nov. 11:15; all Am/Ex 12:30. 714/373-4647.

D-37 SEMI PRO TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Sign up 7 am, prac. 8, race 9. $300 guar. Pro purse. AMA sanc. mini bike class. Sandak Racing Assn. 714/870-5220.

AMC MOTOCROSS
Rawhide Park, Elsinore, CA. No mail entry. $12 Pro, $6 all others. 30% brass. Gate open 7 am, prac. 8, race 9:30. $2 extra non-memb. $3000 rider med. cov. 714/532-3923.

D-36 SCRAMBLES
Auburn Fairgrounds, Auburn, CA. IS 80 to Auburn Fgnd. off-ramp. Prac. 11 am, race 12:30. Entry $3.50 w/ins. All classes + Minis & Old Timers. 4300 Blackberry Hill, Auburn, CA. 916/885-7161, 885-4170.

D-35 HANFORD MX
Kings Cty. Fairgrounds, Hanford, CA. 2nd Annual Double Pt. MX. Fwy. 198 to 10th Ave. then S ¼ mi. Prac. 8 am, race 10. Entry $5, watch $2. All classes, minis, old timers, sweepstakes finale. 100% p.b. to Ex. Hanford M/C, PO Box 1184, Hanford, CA 93230. 209/582-6716.

D-37 HARE SCRAMBLES
Trona Rd., Red Mtn, CA. Limed from 4-Corners to Trona Rd. 10 am start. $6 entry. 3rd Annual Bust Out. Trail bikes all the way. 38 speedo mi. around. Brush Busters MC. PO Box 2522, Santa Fe Springs, CA 90670. 213/337-1628.

SEMI PRO MX
Sand Hill Ranch, Brentwood, CA. Minis welcome. Gate open 7 am. Entry $8, Ex. $15, gate $2. 100% trophies to Minis, 100% p.b. to Ex. 30% trophies all others. 415/634-3328.

MOTOCROSS
Rosemead Motor Bike Park. 9100 E. Garvey Ave., Rosemead, CA. Entry $5 + $1 gate fee. Sign up 8-9 am. 3 number plts. req. Ex. p.b. 60%, 30%, 10%. J/I trophies only. 213/288-6671 ext. 66 or 35.

D-37/38 MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. AMA card req. Sign up Sat. 5 pm till dark. Gate open 6:30 am, prac. 8, race 9. Entry $5. Camping $5 per carload. Dirt Bike Promotions. 714/560-0426.

MOTOCROSS
Lake Dolores. 18 mi. E of Barstow on Las Vegas Fwy., take Minneola offramp. 8-9 am sign up, 9-9:45 prac., race 10. Free camping. Riding area for non-racers. Race $5, gate $1.50., .75. High School Pts. PO Box 511, Yermo, CA 92398. 714/257-3315.

D-35 QUICKSILVER ENDURO
Clear Creek, CA, New Idria. 38 mi. E of King City off Hwy 25. Start 8 am. Entry $10. Course approx. 80 mi. Competition M/C, 319 W. Market St., Salinas, CA 93901. 408/422-9809, 663-4426. Entries open Feb. 15.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 30% trop. same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

AME MOTOCROSS
DeAnza Cycle Park. Mem. req. Gate open 6:30, prac. 7:30-8:30, race 9. Entry $6, Ex. $12 post only. P.B. to Ex. 30% trophies to sptsmn. PO Box 1421, Reseda, CA. 91335. 213/881-5778.

CRC HARE SCRAMBLES
Lucerne Valley. 2x30 mi. 10 am start. Beg.&Nov. 30% trophies & fin. pins. $8 mem. $10 non-mem. 714/689-6114.

D-36 SEMI PRO SCRAMBLES
La Grange Rodeo Grounds. 32 mi. E of Modesto on Hwy. 132. All classes, minis too. Sign up 9-11 am, prac. 9-11, race noon. Entry $5. 100% p.b. + trophies. Semi-Pro for Experts only. 209/529-1620, 883-0206.

March 21-22-23

MINICYCLE WORLD CHAMPIONSHIP
Indian Dunes, Valencia, CA. International Course. Biggest MX event in the world. Fri. tech insp. & prac. Sat & Sun races start 8 am. Mail deadline Mar. 3. Entry $8 mail, $30 post. National Minicycle Assn. 23301 Ostronic Dr., Woodland Hills, CA. 91364. 213/340-4704.

March 22 -23

RUSS DARNELL MX SCHOOL
Carnegie Cycle Park, Livermore, CA. Russ Darnell instructing. All MX technique covered. Limited entry. Start 9 am till 3:30 pm. Entry $25. 213/367-1722.

YAMAHA DIRT DAYS
Santa Clara Cty. Fairgrounds, San Jose, CA. Give the family an opportunity to experience every type of off-road riding. HSMX, Trials, BMX, MX, Learn to Ride class, everything furnished by Yamaha, FREE. Contact your local Yamaha dealer for info.

Saturday, Mar. 22

MOTOCROSS SCHOOL
Sacramento Raceway, Sacramento, CA. Carl Crank-Kevin Henry MX School. All classes inc. Minis. Bike prep., body prep., mind prep., riding style. Learn to ride like a Pro. $15 each class. Stay over Sat. nite & ride half price Sun. Entries to Sacramento Rwy., 5305 Excelsior Rd., Sacramento, CA 95826. Attn: Mr. Henry. 916/961-9511, 363-2653.

MARATHON
San Joaquin Fairgrounds, Stockton, CA. On Business I-5 through Stockton. 10 am start. Entry $8 ride + $2 gate. 1 or 2 man 1 bike, 4 hrs. You bought it you ride it. One class only. Gate open 9 am. Stockton Scramblers, 843 E. Weber Ave., Stockton, CA 95206. 209/463-2338.

DICK MANN ROAD RACING SCHOOL
Sears Point Intl. Raceway. Class limited to 25 riders. Starts 9 am, finish 4:30. Must have MC, leathers, helmet, boots & gloves. Deposit of $25 req. Enrollment closes Mar. 21. Balance of $25 to be pd. at school. 707/938-4741.

CMC ROUGH SCRAMBLES
Happy Valley Rcwy., Redding, CA. Happy Valley Rd. turnoff from S Redding "99". Follow Blue Arrows. K&G Enterprises presents Redding Regional Rough Scrambles Championship. Sign up 8:30 am, prac. 9, race 11. Entry $6. 916/241-9279.

SRA SPEEDWAY QUALIFIERS
Irwindale Rwy., Irwindale, CA. New crop of Div. II & III racers take to oval. New-comers are shooting for pts. to move into Div. I.

Sunday, Mar. 23

D-36 MINI MX
Marysville, CA. Under the "E" St. Bridge. Four race series. Ages 6 thru 13. Sign up 8-9:30 am, race 10. Entry $5. NOR-CAL, PO Box 2004, Marysville, CA 95901. 916/673-5553, 674-3428.

NORTHWEST RAMS HARE SCRAMBLES
Highway 45 to Murphy, Idaho. Start 11 am. Entry $8/$12 Ex/Nov. Free T-shirts, fin. pins., super trophies. Sat. nite bonfire. Northwest Rams MC. 208/342-6804.

D-36 TT SCRAMBLES
Lodi Cycle Bowl. Hwy. 99 end of Morse Rd., from S exit 8 mi. Rd., N exit Armstrong. Start 12 noon. Entry $3.50 1 bike, + $1.50 2nd bike. Entry inc. ins. Sign up 9-11 am, prac. 9-11. 5801 Morse Rd., Lodi, CA. 209/477-8524, 823-7165.

TWO CYCLE FOUR CYCLE RALLY
June Ellen's Donut Shop, 4578 Van Nuys Blvd., Sherman Oaks, CA. Finishes in W San Fernando Valley. 4 hr., 110 mi. navagational street rally & poker run. Start 9 am. Pre entry $4, $5 post. Pre entry by Mar. 19, to Encino Kawasaki, 5759 White Oak Ave., Encino, CA 91316. 213/345-0475.

MARATHON
Sand Hill Ranch, Brentwood, CA. 2 hrs. 1 or 2 man, 1 machine. 125, 250, Open classes. Mini bikes 45 min. 100% trophies to all mini fin. Entry $5 minis, all others $6 mail, $8 post. Rt. 2, Box 143C, Brentwood, CA 94513. 415/634-3328.

CMC MOTOCROSS
Lake Madera, CA. Take Cleveland exit off Hwy. 99 to Lake Madera. Entry $6, Ex. $10. No mail entry. 150% p.b. Ex. Sign up 7 am, prac. 8. Drawing for motorcycle. Explorer Post 305. 209/674-4042.

D-36 MOTOCROSS
Carson City, NV. 3rd year T Car MX. Overnight camping free. Entry $7.50, $2.50 watch. All classes. Sign in 7-9 am, prac. 8-9, race 9. PO Box 290, Carson City, NV. 702/882-5030, 323-4589.

4th ANNUAL RED GARTER ENDURO
125 mi. Nat. Championship Enduro. Balinger Cyn. Los Padres Nat. Forest. Marked from Hwy. 166 & 33 near Maricopa, CA. Entry closes Mar. 9. 500 rider limit. Pub. drawing Mar. 12, 8:30 pm., 12937 Venice Blvd., L.A. 4 riders per min. 2-loops, C-riders start after A&B riders, go 1-loop. Start 7 am. Entry $8 + $1 per team member. Enduro street legal. Decals, pins with garter. 2 SASE & Std. entry to Dirt Diggers M/C, 4601 W. Imperial, Inglewood, CA. 90304. 213/673-0306.

CALENDAR

D-37 HARE SCRAMBLES
Limed from 4-Corners, 21 mi. N, W side of Hwy. 395. 10 am start. $6 entry. 2x40 mi. loops. Trail Nov. 1-loop. Res. 3, fin. pins. Bota Bag contest Sat. night. Spoke Benders MC. 213/325-2339.

CRC MOTOCROSS
Rawhide Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

ITA TRIALS & TRIALS SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. P O Box 2155. Orange, CA. 92669.

AFM ROAD RACE
Ontario Motor Speedway, Ontario, CA. 40 mi. E of L.A. alongside San Bern. Fwy. All classes inc. sidecar. Gate open 8 am, rider meet 8:30, prac. 9, race noon. Entry $15 solo, $20 sidecar, $10 cafe, $5 per extra class. 714/675-2153. 213/472-0272.

SPONSORS MX INVITATIONAL
Ontario Motor Speedway, Ontario, CA. 300 max. riders by invitation only. 50% p.b. of entry & spectator. Paved pits and lots of room. Pres. by Torrance Cycle Parts, P.O. Box 23, East Irvine, CA 92650. 213/371-3611.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, CA. 20% trop. awarded same day. 2-25 min. motos. Mail $5, post $8 to CRC 7601 Arlington Ave. Riverside 92503. 714/689-6114.

SEMI-PRO SCRAMBLES
Salinas Airport Hwy. 1 & Airport Blvd. Sign up 8 am, prac. 10, race 12 noon. $3 watch/ride, $5 Ex. $1 children. 100% p.b. Mini bike prog. 408/899-2401, 394-6276.

March 25-26

RUSS DARNELL MX SCHOOL
Saddleback Park, Irvine, CA. Russ Darnell instructing. Limited entry. Start 9 am till 3:30 pm. Entry $25. 213/367-1722.

March 27-28

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. Russ Darnell instructing. Limited entry. Start 9 am to 3:30 pm. Entry $25. 213/367-1722.

March 29-30

WEST TEXAS 10,000 MX
Midland Texas. Midland Westside Optimist. $2500 in trophies. $10,000 Sr. purse. Beg., mini (Jr/Int), 100 (Jr/Int), 125 (Jr/Int/Sr), 250 (Jr/Int/Sr), Open (Jr/Int/Sr). Prac. 8 am Sat. with qual. and some first motos. All second motos on Sun. Sr. ride 2-30 min. motos. Pre entry B/J/I $10, Sr $20. Gate $6, under 10 free. Entries to Quality Auto Sales, 2600 East 8th, Odessa, TX 79761. 915/332-1504.

Saturday, Mar. 29

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy. 405 to Hwy 126, E on 126 one mi. Mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Entry $3.50, 2nd bike $1.50, spec. $2.50. Sign up 5:30-7 pm, prac. 6-7, race 8 sharp. 5801 Morse Rd., Lodi, CA 95240.

D-37 HARE SCRAMBLES
Lucerne Valley, CA. Limed from Y Cafe. W.F.O. Bomb run, GP finish. Trail Nov. all the way, Rescue 3, fin. pins, pit racer punishment. Start 10 am. Entry $6. Maywood MC 2nd Annual Bull Run. 2245 Cerritos Ave., Signal Hill, CA 90806. 213/427-1333.

Sunday, Mar. 30

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 30% trophies same day. 3 motos. Cash to Pros. All classes (-16), (+30), Minis, PP. Gate open 7 am, prac. 8, race 9:30. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-36 ROUGH SCRAMBLES
Pioneer Rodeo Grounds, Oakdale, CA. Semi-Pro. Sign up 7:30-10:30 am, prac. 9-11, race 12 noon. $3.50 ride, $2.50 watch. $1.50 for 2nd bike. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b.+$25 added purse in each Ex. class. All classes & Minis. 209/869-1457.

CMC SEMI PRO SCRAMBLES
Sand Hill Ranch, Brentwood, CA. CMC lic. req. Gate open 7:30 am, sign up 8-10, prac. 9-10:30, race 11. Entry $5, Ex. $10. Brings kids, Easter Egg Hunt, prizes. 30% trophies. RT 2, Box 143C, Brentwood, CA 94513. 415/634-3328.

NRA MOTOCROSS
Rawhide Park. 100% trophies same day. 3 motos. Cash to Pros. All classes inc. Minis. Gate open 7 am, prac. 8, race 9:30. 714/689-6114.

April 5-6

HANGTOWN MX CLASSIC
Plymouth, CA. 125-250cc AMA Nat'l. MX & D-36 Sptsmn. Lim. entry, closes Mar. 14. Pre-entry $10 & SASE (Post $25) to Dirt Diggers North, PO Box 699, Loomis, CA. 95650. Assigned numbers. Lim. camping, $5 fee. Open 6 am both days.

D-37 GREAT BEAR GP
Riverside Intl. Raceway, Riverside, CA. Entries open Jan. 24., close Mar. 9. Mail entry $12 per rider. Post $100. No refunds. Send 2 sase to OCMC PO Box 6026, Orange, CA 92667. Entries limited. 714/636-OCMC, 636-6262.

Saturday, Apr. 5

S.A.M. HSMX
Indian Dunes, Valencia, CA N on Hwy 405 to Hwy. 126, E on 126 one mi. Mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

Sunday, Apr. 6

75 MI VULTURE DESERT RACE
Mtn. Home Idaho. S of Bryneau, Idaho, follow signs. Start 11 am. Entry $12. Free T-shirts, 33% trophies, fin. pins. PO Box 8, Mtn. Home, Idaho. 83647. 208/587-3319, 587-7555.

AMA PRO HALF MILE
San Jose Cnty. Fairgrounds, San Jose, CA. $1200 purse. Warmups 10 am, trials 11, race 2 pm. 408/438-3210.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-36 ROUGH SCRAMBLES
Pioneer Arena, Rodeo Grounds, Oakdale, CA. Pioneer Ave. S off Hwy 120 between Escalon & Oakdale. Sign up 7:30-10:30 am, prac 9-11, race noon. Entry $3.50, inc. ins. $2.50 watch, 50 cents under 12. Oakdale MC, 9600 Pioneer Ave., Oakdale, CA. 95361. 209/869-1457.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. AME card req. No pre entry. $6 Jr/Int. $12 Ex. Sign up 6:45 am, prac. 8, race 9. 100% p.b. to Pros. 3292 Ferndale, Santa Maria, CA 93454. 805/WA5-0940, WE7-4043.

SDTR 6th ANNUAL SCOTTISH 1-DAY TRIAL
Four Corners Cycle Park, Barona, CA. Marked from Eleventh St. in Ramona. ATA San Diego Trials Riders. Entry $6. Sign up 8 am, start 10 am. N/A/E classes. 15 mi. loops. 714/747-5441, 448-1661.

D-36 SPTSM TT SMOOTH SCRAMBLES
Happy Valley Rwy., Redding, CA. All classes to 750cc entries permitting, Minis also. Open 7 am, prac. 9, race noon. Aragon M/C. 415/892-5350.

Saturday, Apr. 12

LUCERNA 250
Kilometer 37, 20 mi. W of Mexicali, Baja Calif. on Tijuana Hwy. 2. Entry $200 + $22 ins. for cars & $30 for bikes, $10 memb. 50% p.b. in class + contingencies all classes. Drawing for start pos. Mar. 29. Lucerna Hotel, Mexicali. $100 dep. for drawing. S.C.O.R.E. sanctioned. For info. BRA. 639 Len Rey Ave. El Centro, CA 92243. 714/352-3767.

Sunday, Apr. 13

WIDOWMAKER HILLCLIMB
Point of the Mountain, Utah. Take Prison exit off I 15, 10 mi. S of Salt Lake City. Entry $3. For info send SASE to BEE'S M/C, Box 46, West Jordan, Utah. 801/254-3601, 561-8849.

D-36 SEMI PRO HALF MILE
Orland, CA. All classes entries perm. 75% Ex. p.b. Special 750cc class. Open to J/E Sptsm. cd. holders. Aragon MC. 415/892-5350.

D-35 ELKS BENEFIT MX
Spillway Park, Santa Maria, CA. Dbl. Pts. Cont. prizes & 50% trophies same day. Dist. card not req. Total profit donated to Crippled Childrens Cerebral Palsy Fund. 3292 Ferndale Dr., Santa Maria, CA 93454. 805/WA5-0940. WE7-4043.

CRC CALIFORNIA GRINGO ENDURO
California City, CA. 2-loops, 75 mi. 8 am start. 20% trophies & fin. pins. A family Enduro. W/M/C riders 1-loop only. Mail $8.50 & 2 SASE to CRC 7601 Arlington Ave., Riverside, CA 92503. Family Teams race. 2&3 man teams add $1 per rider. $1 discount to CRC memb. 714/689-6114.

D-37 TT SCRAMBLES
Perris Raceway, Perris, CA. Sign up 8-10 am, prac. 9, race 10. Gripsters MC PO Box 272, Placentia, CA. 92670. 714/523-8979.

CMC MOTOCROSS
Dunlap Cycle Park, 38 mi. E of Fresno on Hwy. 180. 9 am start. Entry $6 mail, $8 post. Ex. $10 mail, $12 post. 150% Ex.p.b. Free camping. Dan Green's Fresno Cycle Center, 2250 E. McKinley, Fresno, CA. 209/233-1834.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

ITA TRIALS & TRIALS SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free school for memb. $2 non-memb. P O Box 2155, Orange, CA. 92669.

CRC MOTOCROSS
De Anza Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

NRA MOTOCROSS
Valley Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

April 18-19-20

CYCLE WORLD INT'L M/C & BICYCLE SHOW
Los Angeles Memorial Sports Arena. Fri. 6 pm-midnight, Sat. 12-12 mid., Sun. 12-8 pm. $3.75 gen. adm., $3.50 with discount ticket. Contact Jeff Heninger for custom entry info. or booth sales. 1499 Monrovia Ave., Newport Beach, CA 92663. 714/646-4455.

Sunday, Apr. 20

D-37 "HAIR SCRAMBLES"
Cuddeback Dry Lake, limed from 4-Corners & Red Mtn. Entry $6. Start 10 am. One 40 mi. loop. (If you have the "Hair" twice.) Trail Nov. one time. 100's M/C. 4744 Vincent, Covina, CA 91722. 213/332-1023.

HARE SCRAMBLES
Roosevelt Lake, AZ. Hwy. 88 btwn. Globe & Miami AZ to Hwy. 288 to Young. Follow signs. Entry $10 mail, $15 post. Salome Creek HS. 100 mi., fin. pins, stickers. Start 9 am. PO Box 1272, Globe, AZ 85501. 602/425-9253.

13th ANNUAL CHICKEN ENDURO
Milt Allens MC Park, Oakhurst, CA. From Fresno, 46 mi. on Hwy. 41 to Oakhurst, Park is 3 mi. past Oakhurst. Entry $8 pre, $10 post. Start 9:01 am. Entries open Mar. 10, close at 500 riders. 90 mi. course. $3 extra 3-man team. Pathfinders MC, 4590 N. Angus, Fresno, CA 93726. 209/227-0353.

CRIPPLED COYOTE FAMILY ENDURO
I-8 at Dunnaway Rd. approx. 85 mi. E of San Diego near Plaster City. Entries open Mar. 1, close Mar. 31. Mail $8, post $10, teams add $1 per memb. Send 2 SASE to El Cajon M/C, 8622 Rumson Dr., Santee, CA 92071. 714/449-1910.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

AMA PRO TT
San Jose Cty. Fairgrounds, San Jose, CA. 344 Tully Rd. 3/4 mi. track. Start 2 pm. 408/438-3210.

D-36 ROUGH SCRAMBLES
Pioneer Rodeo Grounds, Oakdale, CA. Semi-Pro. Sign up 7:30-10:30 am, prac. 9-11, race 12 noon. $3.50 ride, $2.50 watch. $1.50 for 2nd bike. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b.+$25 added purse in each Ex. class. All classes & Minis. 209/869-1457.

Saturday, Apr. 26

MRAN PRO GP
Searchlight, NV. 50 mi. S of Vegas, limed from I-15. $100 entry, 60% p.b. 100 mi. race thru streets & surr. desert. Desert People, 2005 Granite Ave., Las Vegas, NV. 89106. Noon start, dance Sat. eve., Sptsmn. race Sun. 702/384-3145.

Sunday, Apr. 27

AME NORTH VS SOUTH MX
Spillway Park, Santa Maria, CA. $1000 purse. Any rider living North of Ventura is considered Northern Div. AME. For complete info. call. 805/WA5-0940, WE7-4043.

INDOOR SHORT TRACK
Reno Park Sports Arena. 16 mi. N of Reno. N of Hwy. 395 & turn R at the Reno Park sign. Follow blacktop to Arena. 1/10 mi. dirt track. Sign up 8-10 am, prac. 10-11:30, race 12:30. Riders & Pits $4 inc. ins. 2nd bike $2.50. Reno Park M/C, 9495 Fremont St., Lemon Valley, NV 89508.

MOTORCYCLE SWAP MEET
Rose Bowl, Pasadena, CA. Clean out your spare parts and make cash. 9 am to 2 pm. Anyone can be a seller! 24 hr. info. 213/588-7310.

D-36 SEMI PRO SCRAMBLES
La Grange Rodeo Grounds. 32 mi. E of Modesto on Hwy. 132. All classes, minis too. Sign up 9-11 am, prac. 9-11, race noon. Entry $5, 100% p.b. + trophies. Semi-Pro for Experts only. 209/529-1620, 883-0206.

OFF ROAD RACE
18 mi. W of Blythe, CA. I-10 & Wiley Well Rd. $100 entry, 50% to drawing. $25 post penalty. $15 ins. $10 memb. Blythe Off Road Racing Assoc. Rt. 1, Box 145 K, Blythe, CA. 9 am start. 714/922-5244.

MRAN SPTSMN GP
Searchlight, NV. 50 mi. S of Las Vegas, limed from I-15. All classes, incl. minis. Dance Sat., race Sun. thru streets & surr. desert. 100 mi. $10 entry.10 am start. Desert People M/C. 702/384-3145.

49er ENDURO AMA NAT'L CHAMP
Foresthill, CA. D-36 pt. event. 750 rider limit. No post entry. Entries close April 1. Entry $8.50, 3-man team $3 xtra. Approx. 100 mi. Start 8:01 am. Stickers, pins. Green Sticky req. Polka Dots M/C, 2412 Salix Way, Sacramento, CA 95825. 916/967-9249.

May 5-10

SCOTTISH SIX DAYS TRIAL
Edinburgh & DMC. J. McColm. 28 Nelson St. Edinburgh, Scotland.

May 10-11

WORLD CHAMPIONSHIP HILLCLIMB
De Anza Cycle Park, Sunnymead, CA. Presented by James Mock, Inc. Mail entries only by Apr. 20. $5000 purse. Class A&B bikes welcome. Sat. Stk. class only. $7 entry, all classes Mini-Open. Sun. three exhibition classes. $15 mail entry, $30 post. Sun. moneyday. Mail entry to De Anza Cycle Park, PO Box 973, Sunnymead, CA 92388. 714/653-5840, 653-2633.

Sunday, May 11

SRAC MOTOCROSS
Coal Crk. Rwy., nr. Lafayette, Co. I-25 N of Denver, W on Hwy. 7. "A" Riders $5, rest $3. Race 9 am. BRRMC. 303/427-2851.

Sunday, May 18

GRANNY RUN IV
Stoddard Valley, CA. IS-15, 5 mi. S of Barstow, Sidewinder off-ramp. Start 7 am. Entry mail $7 1-loop, $8.25 2-loops. Post $8, $9.25. Two SASE to PVDR, PO Box 282, Montclair, CA 91763. 2-loops, 65 mi. C-Women, CU/16, first loop only. 2&3 man teams add $1 per rider. 20% trophies, fin. pins.

May 24-25

TEXAS HILL COUNTRY TOUR
Marble Falls, Texas. Registration deadline May 12. Tour cost $15 per person, includes everything. Austin Road Riders Assn. PO Box 1041, Austin, Texas 78767. 512/442-1008, 475-2551.

May 31-Jun 6

ISLE OF MAN ROAD RACE CLASSICS
May 31-Production TT. June 2-350cc TT, 500cc Sidecar TT. June 4-500cc TT, 1000cc Sidecar TT. June 6-250cc & 300-1000 TT.

June 12-13-14

S.C.O.R.E. BAJA 500
Ensenada, Mexico. Drawing Apr. 5th-Boys Club of Santa Paula, 1400 E. Harvard, Santa Paula, CA. Entry $375 all classes + $12.50 per person ins., & $15 State fee. $100 deposit by 3 pm Sat. Apr. 5. Mail all entries to S.C.O.R.E. Hdqt. Do not mail entries to Santa Paula. S.C.O.R.E., 2701 E. Anaheim St., Wilmington, CA 90744. 213/437-0466.

&

BIGGIES & SCHEDS

CMC Road Race 1975 Schedule

April 13
O.C.I.R.

April 27
Willow Springs, CA

May 11
O.C.I.R.

June 29
O.C.I.R.

July 27
Ontario, CA

August 10
O.C.I.R.

September 28
Willow Springs, CA

November 2
O.C.I.R.

November 23
Willow Springs, CA

December 7
Ontario, CA

Provisional 1975 AFM RR Calendar

February 23
Riverside, CA

March 23
Ontario, CA

April 13
Sears Point, CA

April 19-20
$2000 purse
6-hr. Production
Ontario, CA

May 4
Sears Point, CA

May 18
Riverside, CA

May 25
Sears Point, CA

June 15
Sears Point, CA

June 22
Ontario, CA

July 13
Sears Point, CA

July 20
Riverside, CA

August ?
Laguna Seca, CA

August 17
Ontario, CA

September 21
Ontario, CA

September 28
Sears Point, CA

October 19
Riverside, CA

November 9
Ontario, CA

U.S. National MX Championship series

125cc

April 6
Hangtown Classic
Plymouth, CA
Run with 250cc National

June 29
Polka Dots MC Clbgrnds.
Midland, MI
250cc Support Class

July 13
KOIL Classic
Omaha, NV
Run with 250cc Inter-AMA

July 27
Delta Motorsport Park
Delta, OH
Run with 250cc Inter-AMA

August 3
Appalachia Lake Park
Bruceton Mills. WV
Run with 250cc Inter-AMA

August 24
Shreveport MX Farm
Shreveport, LA
Run with 500cc National

September 7
Cycle Rama
San Antonio, TX
250cc Support Class

250cc

March 23
Road Atlanta
Gainesville, GA
500cc Support Class

April 6
Hangtown Classic
Plymouth, CA
Run with 125cc National

May 4
Appalachia Lake Park
Bruceton Mills, WV
125cc Support Class

May 25
Castle Point MX Park
New Castle, KY
500cc Support Class

June 1
Rick Case Cycle Park
New Philadelphia, OH
500cc Support Class

June 15
Lake Whitney Cycle Ranch
Lake Whitney, TX
500cc Support Class

500cc

June 8
Baldwin MX Park
Baldwin, KS
250cc Support Class

August 10
Moto-Masters Park
Mexico, NY
250cc Support Class

August 17
Lake Sugar Tree MX Rcy
Axton, VA
250cc Support Class

August 24
Ohio Internat'l Rcy
Ravenna, OH
250cc Support Class

September 1
Motocross West
New Orleans, LA
Run with 125cc National

1975 AMA Nat'l & Regional MX Championship Sch.

Midwest Regionals

August 16
Indianapolis Rcywy Pk
Clermont, IN

August 31
Spring Creek Park
Millville, MN

September 14
Effingham, IL

Pacific Regionals

August 24
Richmond, CA

August 31
Carlsbad Raceway
Carlsbad, CA

September 14
Puyallup Rcy Park
Puyallup, WA

Atlantic Regionals

August 24
Morley's MX Park
Otego, NY

August 31
Lake Sugar Tree MX Rcy
Axton, VA

September 7
Trigg Co. Rec. Com.
Cadiz, KY

National Final

October 12
Baldwin, KS

Inter-AMA series

(250cc Int'l run with 125cc Nat'ls)

July 13
KOIL Classic
Omaha, NE

July 27
Delta Motorsport Pk
Delta, OH

August 3
Appalachia Lake Pk
Bruceton Mills, WV

Yamaha Superseries

March 14-15
Houston Astrodome
Houston, TX
250cc & 500cc Invitatn'l.

Superbowl of MX

July 19 (Night)
Los Angeles Coliseum
Los Angeles, CA
250cc Internationa/
500cc Support Class

Greenhorn Enduro May 24-25

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - 100% payback Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - 100% payback Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT MAY 7
CMC LICENSE REQUIRED $7.00 PER YEAR
$3000.00 MEDICAL INSURANCE
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Big Bucks
Big Pro MX
Big O
Sunday, March 23
mail entry
closes March 10
post entry $15 (if accepted)
(213) 371-3611
(714) 838-3373

Mammoth
June 7 & 8

VALLEY CYCLE PARK
TT Scrambles every
2nd & 4th Sunday
Fillmore Fwy. (Hwy 23) at
Tierra Rejada Rd. exit,
Moorpark (805) 529-9546
bike rentals-trail riding

Night TT
Every Saturday — All classes — Beg — Nov — Am — Ex. Gate $1.50, Children .75, Race $3.00. Sign up 6 PM, Practice 7 PM, Race 8 PM.
Elsinore Raceway
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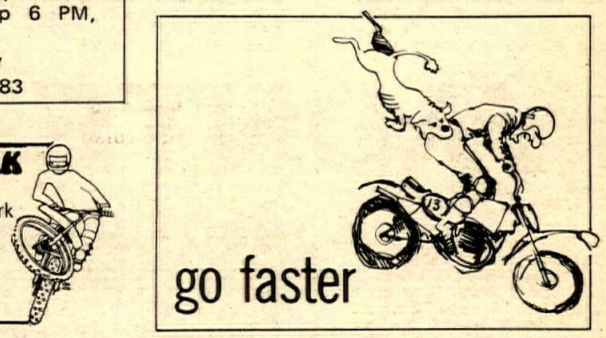
INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000



FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

(Continued from page 16)

had backed off in the closing laps after challenging Blackman because "I got a little tired and there were just too many chances to take."

Blackman's ride was superb. It would have been interesting to have seen the results had the final lap been head to head duel. ●

Unofficial Results:
100 MI JUNIOR RACE DAYTONA BEACH, FLA., MAR. 7: 1. Gary Blackman (Yam. 2. Dale Singleton (Yam). 3. Scott Erickson (Yam). 4. Skip Aksland (Yam). 5. Murray Hoffman (Yam). 6. Bill Peters (Yam). 7. Bruce Lind (Yam). 8. Cory Ruppelt (Yam). 9. Whitney Blakeslee (Yam). 10. Robert Rectenwald (Yam). 11. Robert Nichols (Yam).
Average Speed: 102.106 MPH: Time of Race: 58:48.11

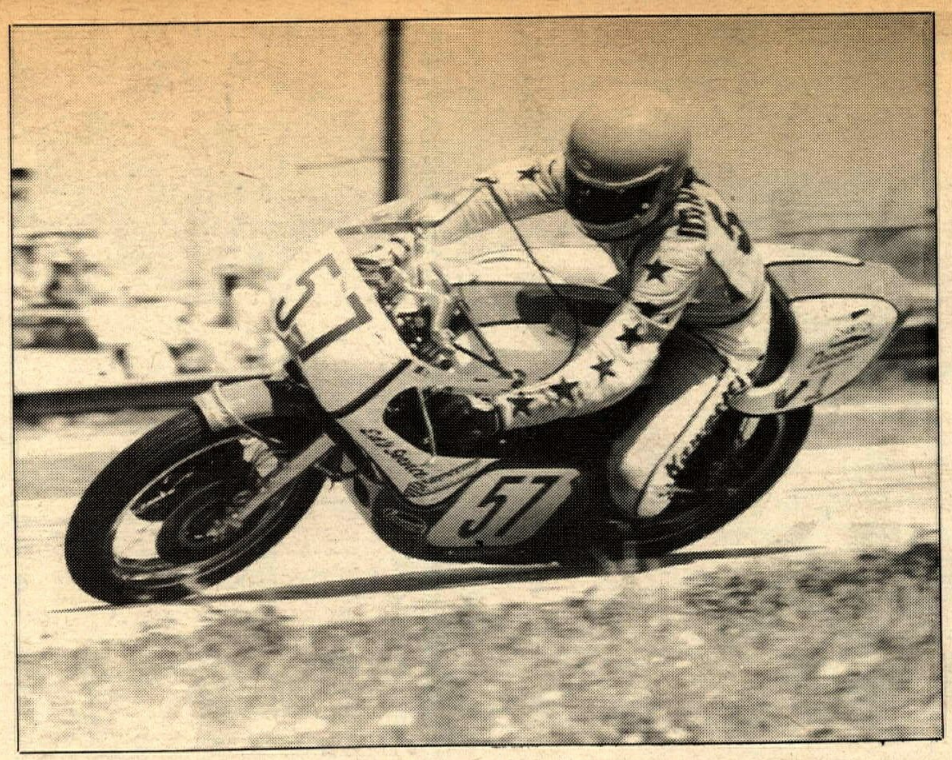
76-mi. Novice: Dana's birthday blast

By Gary Van Voorhis

DAYTONA BEACH, FLA., MAR. 7
Dana Dandeneau celebrated his 17th birthday a week late with a win in the 76-mile Novice event and an entry in the Daytona record books. The win marks only the second time that a New York rider has won a feature event here.

Dandeneau, a high school junior from Pleasant Valley, New York, sponsored by Dandeneau Automotive, survived 11 lead changes, numerous challenges and an off course excursion to post an unofficial 10 second bulge over Maryland rider Cliff Guild and Californian Dan McWhorter.

Second place rider Cliff Guild put in a strong ride, but commented on the fact that a poor start probably cost him any chance of catching Dandeneau once he began to open a lead. Guild races under the Gary Nixon banner when he's not working in Nixon's Cockeysville, Maryland shop.



Happy birthday, Dana, now you can buy some Yamaha leathers, huh?

Dan McWhorter, the top dirt track Novice in the Pacific Coast Region last year, turned his talents to a little pavement scratching this season with good results. McWhorter was a little surprised at this third place finish since the week had been filled with one mechanical problem after another. "We've practically rebuilt the entire machine since the first practice session on Monday," said McWhorter after his victory circle appearance.

Dandeneau took over the lead as the 80 rider field entered the infield for the first of 19 laps on the 3.84 mile course, with pole sitter Ted Davidson close behind. The pair remained locked in combat through the first 10 laps as first one and then the other would take the lead. Dandeneau managed to make his changes through the tighter sections with late braking into the corners while Davidson used the draft and slingshot technique to maximum advantage on the fast parts of the course. Dandeneau momentarily lost ground on the second lap when he ended up with part of a haybale, (a casualty of a first lap crash in the chicane) in his lap. Guild spent the opening laps regaining lost ground.

Five laps into the program Guild slipped into third and began a run to close the gap on the front runners. Henry Olynger, Bob Barton, Dan McWhoter, Benny Del Monico, Norm Fraijo and Gill Martin made up the next challenging pack of riders.

By lap seven the lead had changed 11 times and Dandeneau was in charge for good; Davidson began to slow and Guild, sensing an opportunity to move up, moved into second two laps later.

Dandeneau held a six second edge as the the halfway flags came out with Guild in a safe second maintaining his bulge over third place Ted Davidson.

Dandeneau/Davidson duel in the early laps.

In the final laps both Dan McWhorter and Bob Barton got by Davidson as the California rider slowed from his early race pace. Hal Coleman, Mike Bufkin, David Emde, Norm Fraijo and Chuck Killen put in consistent rides to add their names to the top 10 finishers. ●

Unofficial Results
76-MILE NOV AMA ROAD RACE: 1. Dana Dandeneau (Yam). 2. Cliff Guild (Yam). 3. Dan McWhorter (Yam). 4. Robert Barton (Yam). 5. Ted Davidson (Yam). 6. Hal Coleman (Yam). 7. Michael Bufkin (Yam). 8. David Emde (Yam). 9. Norman Fraijo (Yam). 10. Chuck Killen (Yam).
AVERAGE SPEED: 94.233 mph. TIME OF RACE: 48:08.10.

MONTESA
250 Cappra V-75

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Chrome molly frame. Conical Hubs.
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Don's Cycle Sales 1108 W. Holt Ontario, CA 91762 (714) 986-5002
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Hylton's Honda 719 North Main Moscow, ID 83843 (208) 882-7721
Steele Electric Box 119 Rathdrum, ID 83858 (208) 687-2011
Walker Mech. & Eng. 1230 N. Skyline Dr. Idaho Falls, ID 83401 (208) 523-0871

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Tom's Cycle Center 1230 S. Main Las Vegas, NV 89104 (702) 382-6600

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'75 Honda — '73 Yamaha
125 Elsinore and 360 Enduro, $750.00 each — offer. (213) 540-1157. (10)

$460 Worth Of Husky Rebuild
'70, 400 Husky, complete professional top & bottom rebuild with receipt. 5 hours old, 3:50, 450, Waters plate, Curnutts, Honda seals, clean & ready, $600.00. (213) 693-6639. (10)

'74, 360 Pomeroy Special
Like new, never raced, less than 500 miles, heavy duty rear spokes. $1050.00 or best offer. (714) 862-0510. (10)

400 RADIAL MAICO — Wheelsmith frame, Konis, Rahm, etc., etc., etc. $980.00. Huntington Beach (714) 842-2265. (10)

1973 Husqvarna
450cc, wide ratio, desert master with extras. Must see to appreciate. Must sell, $1025.00 or best offer. Ask for Steve after 5:00 p.m. (213) 866-3846. (46/TFN)

MI 250 Husky
Low motos, many extras. See to appreciate. Greg (213) 675-8936. (5/6x)

'74, 250 Penton
Race ready, works barrel, all the trick stuff. Call (213) 530-4656 or (213) 326-8481. (10)

New Rickman 125 MX, $589.00
While they last. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California. (213) 861-4139 or (213) 861-6217. (10)

New CZ's, $749.00
Now for immediate delivery. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California. (213) 861-4139 or (213) 861-6217. (10)

C.D.I. For Yamaha 360 or 650
(714) 827-8119. (10)

'73 Maico 250cc MX
Stock, 4 speed, dirt ready, clean, chrome, good condition, $575.00. (805) 947-9776. (10)

'73 Yamaha 250 MX
Excellent condition, brand new top and bottom, Jones ports, 2 pipes, carb, stuffed crank, back cut gears, moved up shocks, much more. $700.00 or best offer. (213) 371-3852. (10)

'72 Rickman Frame
Complete with all running gear. Cherry condition, new tires, chain & sprocket. Extra tank, fenders, cables, headlite. Set up for BSA Single. Best offer over $400.00. (213) 633-4092. (10)

'73 Yamaha 250 MX
Moved Boge shocks, ported, D.I.D. rims, $600.00. (213) 792-9031. (10)

FOR SALE: 1973 ENDURO, 250cc, CZ, 350 miles, runs & looks great, $495.00. B.W. leathers, size 31, $35.00. 1971 ¾ ton Super Van, V-8, auto., clean, $2495.00/offer. (213) 374-2791. (10/2x)

125 DKW/250 Greeves
'71 DKW, 5 speed, excellent condition. Must see. Also 250 Greeves completely rebuilt engine and trans. Both dependable: $325.00 or ? (213) 645-0562 or (213) 372-5602. (10)

Super Trick 125 Rickman MX
FMF pipe and porting, Akronts, plastics, angle shocks, $450.00 or offer. (213) 331-4053. (10)

'71 Suzuki 185 Dirt Bike
Need money to pay off Maico. TM-125 tank and seat, Ocelot swingarm, and more!! Super reliable, not junk. Must sell now! Any reasonable offer. (213) 348-2257. (10)

1971 HUSKY 400, HODAKA 100. Both excellent shape. Husky has Vesco tank, $575.00 or best offer. Hodaka, $250.00 or best offer. (213) 335-9988. (10)

Partsman Wanted
Must have experience. Call (213) 925-5097. (10)

'75 Rickman Honda 750 CR
Brand new, zero miles. $2,900.00. $4,500.00 invested. (213) 395-4423. (10)

NEW VR MONTESA sale, $1149.00 or $1199.00 with lay down shocks. (209) 233-1834. (10/2x)

Barum Moto-X Tires $$$
300/320X21-4 S9A/B @ $24.00 * 4.25X18-4 S25 ISDT @ $29.50 * 4.75X18-4 S25 ISDT @ $31.00 * Fgt. PREPARD * Check or M.O. * All tubes $4.50 * MITCO, P.O. Box 1856, Chattanooga, Tennessee 37407. (6/12)

'72 MAICO 501. TOP & BOTTOM end like new, balanced, floating brake, Will Smith exhaust, Metzelers, Diamond chain, 38m Bing, $850.00 or cash + small bike. Roger after 6:00 (714) 827-5897. (10)

Factory Honda Trials
'74 Honda TL-175 — special bore, stroker, head work, valves, cam, 180 lbs. chain tensioner, tuned exhaust. More low-end H.P. than most 250s. $695.00. (714) 338-1374. (10/2x)

Divorce Sale
TM 250 Suzuki 1973. Full trick, super fast. Need I say more. $450.00 or best. (714) 960-3310. (10)

'74, 450 GP Maico
DIDs, Neoprene fenders, alloy air box, Andrea bars and much more, excellent condition, $1200.00. (213) 338-9682. (10)

CR 250 HONDA, PORTED, BORED, new top and bottom end, plastic tank, Trelleborg front, moved up shocks, $700.00. (714) 941-9611. (10)

1970 Suzuki 90
Hondo model — 5 spd., fine condition, runs strong — $150.00. (714) 557-8663. (10)

Profab Husky
450 Husky, Profab frame, GP porting, Konis, Cerianis, Twin Air, Mikuni, titanium axles, titanium handlebars, aluminum tank. $975.00 or offer. Call after 6 p.m. (714) 683-2242. (10)

1973 Maico 250 Radial
Moved-up aluminum Konis, many extras — excellent condition. $925.00 or offer. (213) 941-4193. (10)

'69 BULTACO 250 PURSANG — 8 hours on new engine. Good rubber, Petty fenders, 2 tanks. Receipts to prove engine work — $350.00 or best. (714) 886-3723. (10)

MX LEATHERS, lined, blue, hip, knee, side pads; $30.00. (714) 535-3337. (10)

500 BSA Sell Or Trade
'72, 500 MX has everything. Fast and dependable, low miles. $800.00 or will take older 360cc Yamaha or pickup truck as part trade. (213) 696-8752. (10)

SUZUKI TM 125, excellent condition, many, many extras. Must sell. (213) 324-3961. (10)

YANKEE 500Z — 1974, only 1500 miles, like new, $995.00. (209) 233-1834. (10/2x)

'73, 400 Husky
Desert ready, eveything, like new. $1050.00. (213) 346-1133 or evenings (213) 882-6065. (10/3x)

'73 CZ 250, 5-SPEED. In good condition w/extras. $625.00 or offer. Ask for Scot (213) 597-0478. (10)

Lay Down Suspension!!!
For most Japanese bikes. $65.00 installed. Heli arc welding, steel and aluminum, Magna Flux and Zyglow inspection. G.S. Sigman Race Car Engr. (213) 830-4678. (7/4x)

$100.00 Over Dealer Cost
on most new Yamahas. Myserscough's Yamaha of Redland, 833 West Colton Avenue, Redland, California. (714) 793-2473 or (714) 792-2204. (8/TFN)

'67 Hodaka 100cc, 5-Spd.
'70 ENGINE, 5-ported. Fast, light, and plenty of extras. Reliable, excellent play bike, $225.00 or BEST OFFER. Must see! (213) 454-5890 or (213) 276-4412. (10)

'73 Husky 250cc
250 CR, 1½ gal. & 3 gal. Hi Point tank — Curnutt shocks — raced 3 times desert — 5 motocross. Gone from bikes to horses — $850.00. (714) 734-2566 after 6 p.m. (10)

'73 YAMAHA 250cc ENDURO, LOW MILES, new in "74", bored & ported, lots of specials. Must sell, best offer. Extra parts included. (213) 532-7722. (10)

Package Deal All $600
4-rail bike trailer, Hodaka 100 and Yamaha 90. Good condition! Call M-F after 6 p.m. We race weekends. George Harvey (213) 342-8915. (9/2x)

New 400 Penton
Desert or MX ready, Vesco tank, J-bars, very fast, $1725.00. (213) 357-3251 or (213) 358-9651. (10)

CZ CZ CZ CZ CZ
New red frame, 400 G.P. MXs in crate, $1099.00. City Cycle Center, (213) 861-4139 or (213) 861-6217. (10)

Trials Yamaha
'74 TY 250 — less than 6 mos. old; near perfect. $899.00 or trade for any under 200 lb. 6-speed 500cc single. (805) 646-3719. (10)

HONDA '74 MT 250 ELSINORE. DIDs, plastic tank, skid plate, pipe, xtra gears, mild porting, steel pegs, plus street equipment, '75 tags. $775.00 or offer. Pomona (714) 624-8687. (10)

Penton Parts Inventory For Dealers
Good dealer stock, good prices. Wally (213) 882-8668. (9/2x)

Found At El Mirage
250 A.J.S., real strip job. Owner call and identify. (213) 339-8820. (10)

Sale, Sale, Sale
2 — '74 G.P. Montesa V.R.s, $750.00 each. 1— '73 Husky 450 WR, $750.00. 2 — '74 Montesa Cotas 247 Trials, $600.00 each. Vic's Competition Motorcycles, 6236 Mission Gorge Road, San Diego, California. (714) 284-7095. (10/2x)

'73 Yamaha 250 MX
Very quick and dependable — extra, bars, shocks and tank (3.8 gallon), excellent condition. First $575.00 takes. Ask for Steve, days (213) 338-5531, after 6 (213) 332-8151. (10)

HUSKY 400, '74, A-1 SHAPE, lowered frame, forward mounted, brand new, GAS CURNUTTS, 9" travel, super ride, super bike. Must sell, $1195.00. (213) 353-1929. (10)

'71 Honda SL100 Street, Dirt
Bassani pipe, MX pegs. Great trail bike. $300.00/best offer. (213) 430-9004. (10)

'74 Yamaha 250 YZ
Excellent condition, $900.00. (213) 676-0373. (10)

1972 Steen 100 MX
Engine and pipe by Turner, Ceriani shocks, Filtron, Preston Pettys, Diamond chain, very fast and dependable, $300.00 or best offer. (213) 928-2757. (10)

BOYD & STELLINGS SUZUKI 400, new and trick, Maico front, Koni rear, aluminum tank, titanium bars and much more. Must sell! $1000.00 or ? After 4 (714) 566-3250. (10)

'73 Maico 250/'71 Kawasaki
In excellent condition, too many extras to list, $900.00/offer. Also '71 Kawasaki 100, excellent condition, $275.00/offer. (213) 941-8440. (10)

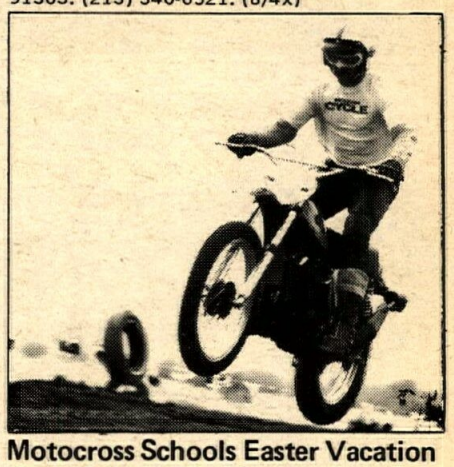
3 RAIL CYCLE TRAILER, '75 tags, mag wheels, $195.00. (714) 586-0308. (10)

$50.00 Reward For Information...
leading to the recovery of merchandise stolen from Buddha Enterprises on 2/21/75. $20,000 worth of leathers, jerseys, Heckel Boots, NGK plugs, etc., etc. Beware of swap meets and peddlers at tracks. Call (714) 689-3166. (9/2x)

"New Trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (38/TFN-E.O.I.)

'70 CZ 400
$425.00 buys my immaculate bike. Many extras. Call for details (213) 672-3444. (8/4x)

Promotional Offer
Free air/oil shocks, Fullbore MX boots and Fullbore 315x21 tire with purchase of new Ossa 250 MX Phantom at Dirt Bike West, 7139 Canoga Avenue, Canoga Park, California 91303. (213) 340-6521. (8/4x)



Motocross Schools Easter Vacation
March 22nd and 23rd. Carnegie Cycle Park, Livermore, California. March 25 and 26, Saddleback Park. March 27 and 28 Indian Dunes. Russ Darnell instructing. $25.00 entry. Guaranteed to improve your riding. (213) 367-1722. (5/6x)

NEW 125 RICKMAN sale — $679.00, MX or ISDT. (209) 233-1834. (10/2x)

"72" SUZUKI 400, PORTED, POLISHED, special built pipe, frame lowered, Koni shocks, many extras, $550.00 or offer. (213) 861-6389. (10)

Found!!! Lost Mini Bike
About 3 weeks ago, a little boy lost or his minibike was stolen. If it's yours, please call and identify. Call Dutch at Indian Dune (805) 259-8000. (10/2x)

CZs Galore — Red Frame
250 MX — $1050.00 out the door. 400 MX — $1150.00 out the door. Valerians Two Cycle City, Ltd. (213) 475-4541. (10/2x)

Congratulations
To Daryl Hall on your score in The Calico. Not bad for an old man!

Your Kid (10)

'73½ Triumph TR5T
500cc Twin, on/off road, M.C.M. pipes, I.S.D.T. rear tire, not raced but good for enduro. After 4:30. $875.00. (714) 685-4718. (10)

'73 Yamaha 360 MX, Excel. Cond.
Extra desert tank, price only $500.00. (213) 425-8879. (10)

BILL WALTERS LEATHERS, used just once, black with red-white and blue stripes, 28" waist, 27" inseam — $50.00. Bell Star, orange, size 7, $30.00. (213) 585-0573. (10)

Steens, Penton, DKW, Honda
'72 Steens 100 MX (not thru break-in). '74 Penton 175 enduro, street licensed, like new, just spent $100.00 26 miles ago. '71 Sachs (DKW) 125, street licensed, just had 1st bore. '74 Honda 750, 975 miles, Vetter fairing, Wixom bag, 3 seats, 2 tanks, bars, custom paint, $2900.00 invested — will sell above bikes for best offer, consider trade-in on Honda — Want CZ 400 G.P. and Honda TL 125. (213) 352-4249. (10)

Tour Mexico-Central America
Cave man seeking woman 25-35 yrs. as companion for extended tour of Baja, Mexico, Yucatan and Central America. (213) 330-3898. (10)

SUPER SHARP '73 SUZUKI 400-TS, enduro, street legal, only 800 miles. Never in dirt, showroom clean. $825.00 or best offer. (714) 521-8366. (10)

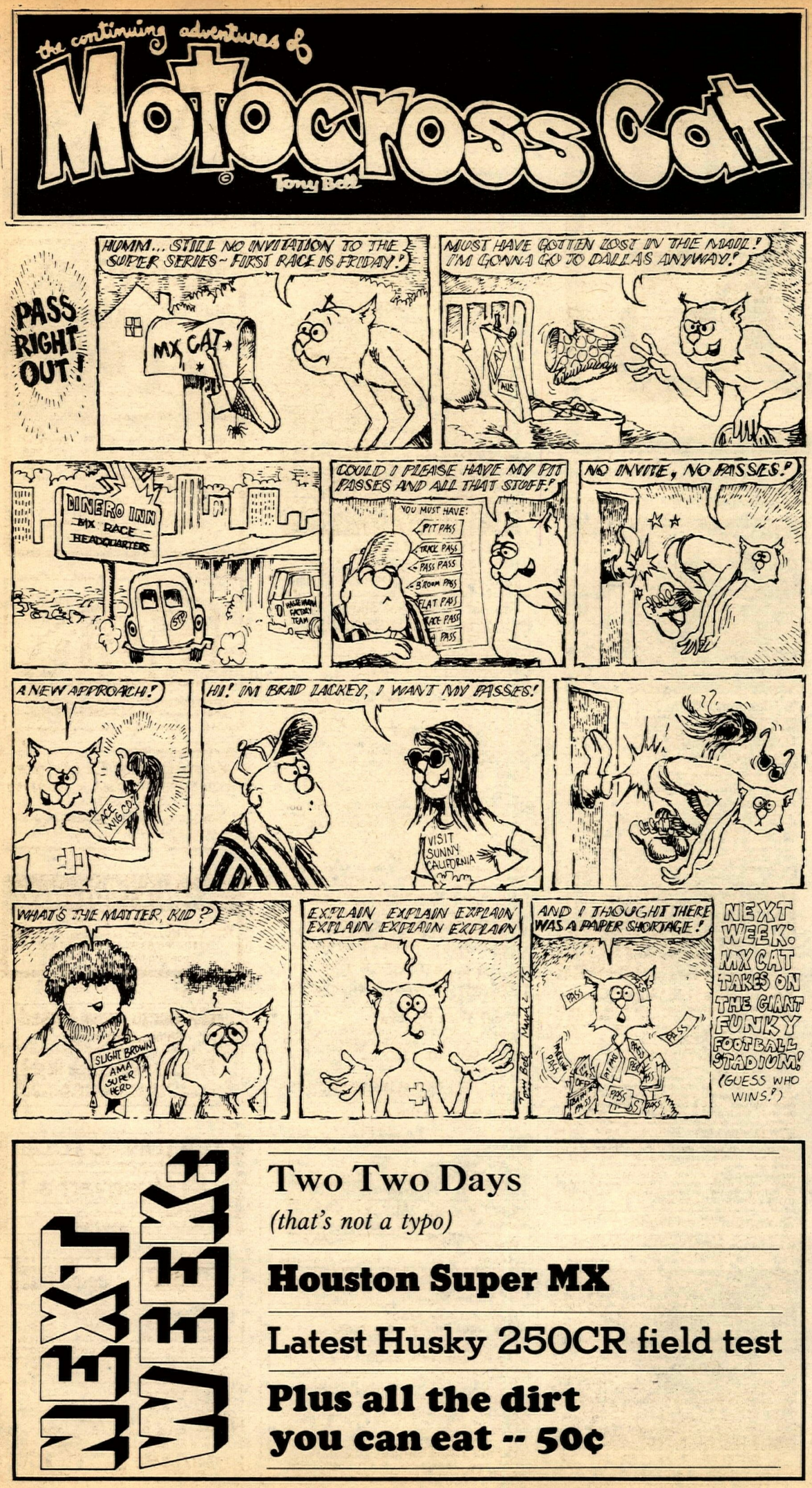
Works CZ 250
1973½ red frame, forward aluminum Konis, new 7" forks, U.S. Sports aluminum tank, 34 Mikuni, high seat, clean sweep pipe, cut fins, plastic fenders, Twin Airs, Yamaha throttle, levers, Hallman cables, Ceriani fork springs, Universal seals, new piston, polished, new knobs, spare tank, swingarm, etc. Handles excellent and is fast. Only 209 pounds! $850.00. (213) 876-5764. (10)

Trackmaster Kawasaki 350
(2) complete Woody Kyle built engines. Barnes rear, spool Girlings, Betor front, new fiberglass seat, D/T, and other goodies. Got my Junior points on this bike. $1245.00, will dicker. Will deliver within reason. Call after 3:00 p.m. Rocky Mountain Time (406) 452-7657. (10)

'74, 125 MX Rickman
Brand new, won in raffle, never ridden. Must sell!! $700.00 or offer. (213) 540-3468. (10)

12.9" KONIS, $30.00. CZ rear wheel, 8 gauge spokes, Akront, alloy sprocket, $75.00. CZ forks, $35.00. Folding loading ramp, $10.00. Plastic MX gas tank, $10.00. 1971 CZ complete & trick — without engine, $200.00. (213) 248-3391. (10)

'73 Yamaha YZ 175 125
Complete 175 and 125 CHROME YZ top ends including carbs and pipes. Many extras, very clean, very fast and reliable, excellent condition. $775.00. Want SL 70. (213) 322-0573. (10)



NEXT WEEK

Two Two Days

(that's not a typo)

Houston Super MX

Latest Husky 250CR field test

Plus all the dirt you can eat -- 50¢

$2200 Suzuki Rocket

'73 TM-250 Suzuki, hand constructed. Radial FMF, 38 Mikuni, Dyno pipe, Ceriani forks, cantilevered Konis, D.I.D.s, DT-2 hubs, CR-400 tank. Fresh, beautiful, extremely fast. See to believe. Big sacrifice, $1000.00. Brian (213) 833-4338. (10)

400 Maico 400 Dollars

1970, new top end, primary chain, bearings, trans just gone through, Akront rims, plastic fenders, good condition. Moving forces sale. (714) 543-4335. (10)

Husky 250 WR & Yam Enduro 90

Late '72, 5 spd., Tracy frame, seldom used, like new! $775.00. '70 Yamaha 90 Enduro, super clean, $225.00 or both $950.00. (714) 847-2219. (10)

'74 Husky 250 Mag

$960.00, internal-rotor, flywheel, motoplat. (213) 394-4591. (10)

'69 CHEVY 6 VAN, '72 engine, custom in and out. (213) 365-3040. (10)

*** '74 Penton 400 ***

6 months old, factory porting, ZOG pipe, set up with 45 degree Ceriani gas shocks, Curnutts, 2 tanks, over $1950.00 invested, asking $1000.00. Call Steve at (213) 361-4575 or (213) 361-9557. (10)

Bultaco Pursang MK 4, $350

3 gal. tank, fresh engine 250cc, thick seat, Petty fenders, Turner chamber, Betor front shocks, Mikuni 32mm. (213) 324-6702. (10/2x)

'71 Yamaha 250 Enduro

Excellent condition, completely stock, weekend playbike. $525.00 or make offer. Evenings (213) 998-8718. (10)

'74 VR 250 MONTESA, 4 months old, excellent condition, $900.00. (213) 691-2300. (10)

Very, Very Dependable Bike

Late '73 Combat Wombat, PMC tank, stock engine, fun trail bike, play racer or enduro bike. Want $475.00, but we can deal (213) 276-6747. (10)

Late '73, 450 Maico, Perfect

Bike is totally modifed and in excellent condition. Over $2300.00 invested. Trade for Elsinore 125 and cash or sell for $925.00 firm. (714) 986-3038. (10)

'74, 125 Elsinore

Like new, fast, reliable, extras, $750.00. (213) 923-7807. (10)

Newly Tricked 250 Elsie, $775

Redline swingarm, Boge shocks, new engine & trans., new tires, new paint & seat, etc. New Skyway and Twin Air. Call Fulton (213) 264-5400 or (213) 359-5470. (10)

'74, 250 Husky Mag

Mint condition, trail ridden, not raced, maintained and cared for properly — If you see it, you'll buy it. $1195.00. (714) 968-3748. (10)

Ex-World Champs Sidehack

750 Honda in "EML" frame, nu insides, Bilsteins and 3 Konis. $1450.00 firm. (213) 594-0489 or (213) 862-1400. (10)

400 MAICO RADIAL, aluminum Konis, W.S., pegs, pipe, chain guide, D.I.D. Lotsa spares, showroom clean. $1000.00, best, or trade. Days (213) 677-8139, eve. (213) 374-5022. (10)

'73 Monark, Very Fast, $525

Forward mounted Konis, two PMC tanks, PP, tool box, number plate, new Diamond chain, Koba kit, Elmer porting and pipe, '76 tags. Ask for Ron (213) 678-8447. (10)

'74¾ Big Bore BSA

570cc BSA Thumper TT or scrambles bike. Engine has less than 5 hours running time, 235 lbs. "Very fast," hot cam, big valves, ported and polished. $1,200.00. (209) 582-9200. (10)

Kawasaki 750 Coffee Razor

'73 clipons, dual disc, Konis, K81s, Tomaselli controls, fully safety wired, K&N filters, new trans-rings. (213) 696-0674 eves. (10)

'75 Penton/KTM 250

Cantilever frame with Boges, Andres and all important modifications. Raced only 2 laps, then I broke my leg! New ones are $1750.00, asking $1300.00. This bike is new!! (714) 544-0202. (10)

250 MONOSHOCKS LIKE NEW. Doctor's orders. $1275.00. (209) 568-1383 after 6:00 p.m. (9/5x)

1973 CHEVY SPORTVAN for sale, $3,500.00. Air, auto, radio & heater, panelled, speakers, carpets, mag wheels, xlnt. cond. No trades. See at Cycle News, 9-5 weekdays (213) 427-7433. (3/TFN)

WANT ADS

Need Stereo or Quad?
For car or home? Special consideration and sound advice for racers. Ask for Gino (213) 848-4280. (7/4x)

'73 Suzuki TM 125
Very clean, excellent condition, forward mounted S&W shocks. Trick pipe, ported, high comp. head and more. Call (916) 487-0277. (10)

Centerported 400 CZ
Alloy tank, Femsa, Mikuni, chromoly centerport frame, FMS, Konis, Betor forks, porcupined head, 4 finned centerport barrel, plus many trick extras. Super clean, must ride to appreciate. $1,300.00 or best offer. Buttons (213) 446-0297. (10)

'73 Yamaha 125 MX
Very good condition, bored, ported, up and down pipes, plus many other extras. $500.00. Call (714) 531-0900. (10)

XL175 Engine
Need good used XL 175 engine. Help! Days (714) 556-5343, after 6 (714) 830-8074. (10)

'74 Yamaha 125 YZ
Absolutely perfect condition. Must see. $600.00 or best offer. (714) 528-4672. (10)

'74½, 175 Bultaco
Trick set up for desert, lots of extras, very clean. $750.00. (714) 526-1557. (10)

Yamaha 250 Flattracker
(TD2B), very fast! All set up to race everything on it. Fastrack frame, many spare parts — just rebuilt — new cylinders (chrome bore) + spares. Very nice! $1,100.00. (505) 345-2626 between 8-5. (10)

1969 Norton 750
Excellent condition, must sell, $750.00. Call after 4:30 (213) 698-4292. (10)

'70 Sherpa-T 250 Bultaco
New top end, super sanitary, many, many extras, $375.00. (714) 523-3348. (10)

250 WR Husky, 5 Speed
Stored 2 years, like new, Motoplat, Filtron. Call and save — $825.00. (714) 586-4396. (10)

'57 BSA Gold Star 500cc
Stored, runs, licensed, $800.00. Also '63 BSA 250, '57 AJS 500, '57 DKW 175cc, Triumph Cub and parts. (916) 988-1465. (10)

'72 Kawasaki 100 Cent.
6 ported, Hodaka piston, Poppy ring, head milled, trick clutch, frame lowered 2 inches. New top & bottom end, $300.00. Call Rick (714) 635-4275. (10)

Wanted
T 100 R cylinder head in good condition, with or without carbs. (415) 682-6436. (10)

1973, 250cc SUZUKI TM. MANY extras! Powerful machine. Call 7-8 p.m. (213) 473-1911. (10)

3-RAIL TRAILER, '75 license. Cost $300.00 new — sell $125.00. Professionally built. (714) 837-3425. (10)

Honda Elsinore Cranks Kawasaki
125cc Honda, $50. Ex. race proven, 12000 RPM, silver, bearing guaranteed. Kawasaki cranks, all sizes, guaranteed factory part 30 days. Venolia Forged Race Pistons, any bike, 125cc up. 125 Honda rod kit, $35.00. (714) 685-5727. (10)

'72 BSA 500 MX
Excellent condition, lo mileage, Big Bore 600cc, Mikuni, Curnutts, Akront 21", new tires, etc. Starts one kick. $800.00. (213) 431-9450. (10)

'73 SUZUKI TM-125, LOTS of extras, $500.00. (714) 531-7359. (10)

'72 YAMAHA 100 MX. Racing mag, gear change, super fast, good condition. Must see, $350.00 or best offer. Call after 3 p.m. (714) 968-1553. (10)

Y3 Yamaha 250 MX
Near new, excellent, stock, fast, $600.00. (213) 396-5838 or (213) 892-5151. (10)

1974 Yamaha 175 YZ
Betors, cantilevered shocks, 30mm Mikuni, desert tank, DT-3 front 21" wheel, alloy machined clutch hub, many extras, ready for trail or race. $650.00. (213) 695-4725. (10)

CZ CZ CZ CZ CZ
New Red frame, 400 G.P. MXs in crate, $1099.00. City Cycle Center, (213) 861-4139 or (213) 861-6217. (10)

Maico Parts
1975 Maico forks, $180.00. Radial 400 barrel & head, $100.00. Many other radial parts. Day (213) 865-8223, night (213) 634-2569 ask for Charlie. (10/TFN)

1972 Yam MX, $500.00, 250cc
Must see to appreciate, new top end, D.I.D. rims, very fast & clean. Don't miss this one. (213) 429-1921. (10)

Cantilever Suspension for your Bul
$75.00. Al Anders Bultaco/Kawasaki. (213) 943-6116 or (714) 870-9990. (9/2x)

$15/30/5 LIABILITY INSURANCE, (0-300cc's, $37) (301-500cc's, $68) (Over 500cc's, $89) (Medical payments, $2000 no deductible, $30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (1/TFN)

Suzuki, Husky, Maico
1974 TM 400s, new, $995.00. 1974 TM 250s, new, $895.00. 1975 Maico GP 400cc, alloyed wheels, shocks, tank, like new, $1295.00. 1975 Penton 250cc, excellent condition, $1195.00. Hanford Suzuki (209) 582-6716. (8/4x)

Half Milers
Ready to race — 750 Yamaha Trackmaster frame, $1950.00. '73, 360 Yamaha, fast racing frame, $1550.00. '72, 360 Yamaha, stock frame, $695.00. Ask for Stan (505) 255-0229. (9/3x)

Sales Person
Who like money
Sell H.D. and Yamahas. Top money for top person. Usual benefits, plus profit sharing and retirement. See or write: Dick Hutchins, 2531 South Main, Los Angeles, California 90007. (213) 749-6235. (8/TFN)

New CZ's, $749.00
Now for immediate delivery. City Cycle Center, 8423 Rosemead Boulevard, Pico Rivera, California. (213) 861-4139 or (213) 861-6217. (10)

Trick TM 125, '74
5 months old, in storage last 2. Forward mounted shocks, Telesco shocks, CH pipe & carb, factory whie fenders, Webco head, 4.00 Trelleborg, super fast and super immaculate. First $525.00 takes it! (213) 883-9505. (10)

Blue Tank 400 CZ
A-1 perfect condition, ridden only a few times, 95% brand new. Must see to believe. Forced to sell — $695.00. (213) 340-6919. (10)

Don't Get Ripped Off!!!
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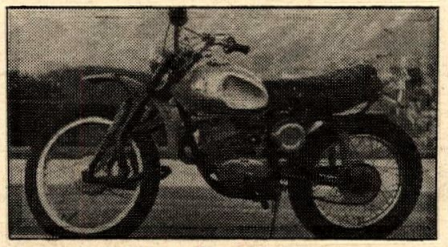

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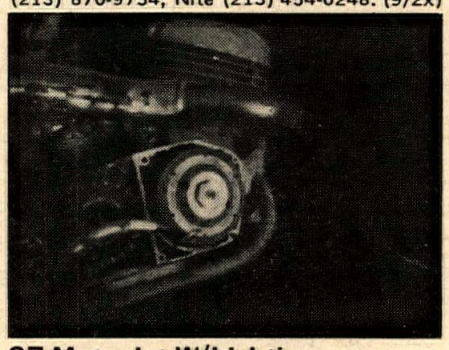

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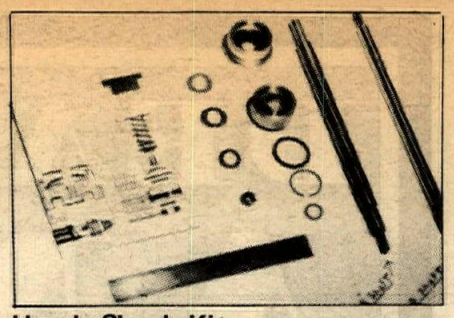

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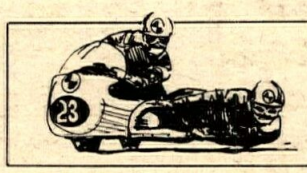

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